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DIESEL FIGO VS I10 GRAND
Can Ford displace the segment leader?

Network **18**

EDITOR'S NOTE



SECOND WIND

MARUTI HAS BROUGHT THE FIGHT TO HYUNDAI'S DOORSTEP, AND THE STRATEGY BEING EMPLOYED IS THE SAME AS WHAT HYUNDAI BEGAN SEVERAL YEARS AGO

After witnessing a fairly lukewarm response to Datsun in India, I was recently treated to what I can only term as their second coming. The Go-Cross which was revealed to a select few journalists is an absolute stunner. I haven't seen as many jaws drop as I did the day the covers were taken off the Go-Cross in Tokyo. Datsun's officials, however, also had to field some very tough questions from the media given the amount of controversy their cars had to face this year. After their dismal failure to make a mark in India, the first market where the brand was relaunched, Datsun finally seems to have understood a fair bit of what the game is all about. That's why the Go-Cross is an in your face, hedonistic dose of visual delight.

Datsun clearly understands that India is a price sensitive market but at the same time, aspirations for personalisation run high. Datsun is aware that Indian customers are gravitating towards style, features, comfort and safety as high value purchase points. The fact that not every purchase decision revolves solely around affordable cost of ownership and fuel efficiency has clearly sunk in. That is why I believe Datsun's second coming will be a far more interesting phase to watch out for.

Similarly Maruti too has understood certain facts about Indian customers and their maturing tastes. For the first time in years, Maruti has moved on from beating the cost of ownership drum to a value based one. Maruti has brought the fight to Hyundai's doorstep, and the strategy being employed is the same as what Hyundai began several years ago. Indian customers are looking at so much more from their purchase, so give it to them – that has been the Hyundai way. Now Maruti is treading that path too. For the first time, the Maruti Baleno offers more in its package than Hyundai does in its i20. At a lower price too. Our comparison in this issue looks long and hard at the ensuing battle between the Baleno, the i20 and let's not forget, the Jazz.

With several new launches in the last couple of months, the December issue also looks at other critical comparisons. Renault's Kwid takes on every other entry level hatchback in the country and you'd be surprised to learn what the results say. Ford's Figo takes on the Grand i10. Hyundai now has a lot more to worry about. And we also brought together every affordable middleweight motorcycle in the country for an epic ride.

As for the season of giving, we just gave ourselves the biggest Christmas gift of them all – 5,000 horsepower and crores worth of metal to delight in. It's a very merry Christmas here at OVERDRIVE!

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SICK THIS MONTH



FERRARI 488 SPIDER

Jamshed's been nursing an ailing back, but he insisted on driving the newest Ferrari. He is now on leave.
Page 60



HURACAN LP 580-2

Rohit hadn't been coming to work due to an eye infection. That was until the new Huracan had to be driven.
Page 72



QUATTROPORTE GT S

Suresh used to claim he never gets car sick. Clearly he had never sat with Rishaad while testing a Quattroporte.
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MERCEDES-AMG GT S

Rohit claimed he got cured of the infection only in one eye. Which is why he had to drive the GT S, he says.
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Yamaha YZF-R3
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Baleno vs Elite i20 vs Jazz
Catch me no catch, unless it's a matchless hatch



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Benelli TNT 600i vs Ducati Scrambler vs Honda CBR 650F vs Kawasaki Ninja 650 vs Kawasaki Z800 vs MV Agusta Brutale 800 vs Triumph Street Triple
The magnificent seven

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MotoGP Valencia
The final cut

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STAR LETTER

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A change of heart

I always wanted to go to a racetrack and own a motorcycle that is a thorough track machine and initially, I liked the KTM RC 390. I mean, how can the RC lose to any motorcycle with the level of equipment it offers - better tyres, ABS, USD forks, a trellis frame and near Moto3 ergonomics. With its price tag, I thought this was the perfect beginner's sportsbike. Now, after a year, I've had a change of heart. Thanks to Shumi I have decided to save almost ₹1.5 lakh more to get a Yamaha R3. It may sound stupid to thank someone who is pulling me further away from my dream, because the extra money means I'll have to wait for a full year before I can afford it. But, he has me convinced that the year long wait, the lack of ABS and Metzlers is somehow worth it. Shumi is certainly more convincing than the other journo's. Even while getting into the technical side of things, he doesn't forget to remind the readers of what the bike is meant to do, and which segment of buyers it focuses on. The Ninja 300 vs RC 390 vs YZF-R3 track test must have changed the opinion of many future buyers as it did mine.

CHARCHIT KANSAL

We are very happy to know that our reviews have such an impact! Although the KTM does make for a better package with its pricing, the R3 is built really well and makes for a great twin-cylinder motorcycle that is a solid track bike. You can read more about it on page 144.

More track days please!

I have been a fan of OVERDRIVE for a very long time now. I fondly remember the track tests that you guys conducted and I always flipped to those pages whenever I lay my hands on the copy.

Oh, that image of a blue Ford Fiesta 1.6S going sideways resonates in my head, to date. I also remember the 0-100-0 tests that set you guys apart from the rest of the auto magazines. I remember the Ford Ikon with its wheels locked up or the image of the Honda City VTEC on the cover announcing the 0-100-0 action that was about to kick off. Where are those tests, Team OD? You guys hardly ever hit the track. I also remember track days at the BIC where you guys compared every possible car. I know you evaluate cars for awards on a track, but can we please have some more track action? I loved the way your track tests revealed the most driver/

rider oriented cars/motorcycles. It felt more involving than the mundane road tests. It added another flavour. Please get those days back again. Please conduct another 0-100-0. An ardent fan awaits some rubber smoking action.

ARNAB DESAI

Recalling the good ol' days

The first issue of OVERDRIVE that reached my house was one that my elder brother had bought. I remember wondering how such a thing was possible. A magazine just for cars and bikes! The Anniversary edition was the first one I bought this year and I have to say, the changes were, umm, refreshing? Bertrand D' Souza as the editor was the first 'wow' moment. The rest of the issue was equally cool. I really loved the sentiment behind the articles on Nazir Hoosein and the one that came immediately after, about the writer's experience with an old racecar and track. The sad part is how unsurprised I was when I read it. How did this callousness creep into our nature? Being a people who constantly boast about their history and past, we certainly aren't doing a good job of preserving it. And I'm not just talking about automobiles or racetracks. I am an architect, and believe me, the same callousness is shown when it comes to the conservation of our ancient

buildings; some in such deplorable conditions that I feel sad, angry and helpless at the same time. Legacies ought to be preserved and their stories told. To that end, I love what you guys are attempting to do. The article on WRC legends had me literally drooling over the pictures. Now, I can't end this without appreciating those two articles by Shubhabrata Marmar. They were a joy to read - the language was clean, funny and precise. The article also reminded me of a recent journey I had undertaken from Trivandrum to Trissur along the NH47. The 'NH' tag was very misleading, as at least 80 per cent of the highway was not filled with holes, most of which were very dangerous. Every single one of those back-breaking, tyre-busting, neck-snapping potholes came with a swear. And every time I hit one, I wished my CBR would magically transform into a Multistrada. The articles were neatly written; however I do pity



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Comments from OVERDRIVE's Twitter and Facebook feeds

ON THE FIAT PUNTO ABARTH HOT HATCH COMPARISON

BEDIMAN The Abarth Punto is better engineered than the Indian Polo in every way.
SATISH CHOUR Fiat, will still be only bought by those few hard-core Fiat fans, the rest of the crowd will mostly move to GT TSI or GT TDI
ESHWAR PRASAD The Abarth Punto takes the crown for the sheer power and torque that it offers.

ON THE LAMBORGHINI HURACAN LAUNCH

AMOL TELANG: Thank God the Censor Board doesn't cover car launches. The Huracan is too hot to handle!
SRINIVASAN VIJAYAN Rs 2.99 crore? People can live a lifetime with this amount!

ON THE BMW G 310 R

ARUL I don't think any price above the Duke 390 is justified. The argument of premiumness may work against TVS, Bajaj etc...but not against KTM.
ZORAWAR BHATTAL What remains to be seen is how it compares to the Duke 390 as KTM's performance figures are way ahead of this.
ARUN KANTH It seems the Duke has turned out to be a prototype for naked sport bikes
TATS Is it just me or does the bike look very similar to the KTM? Same rear overhang, almost the same front end and the same squattish small seat

SAURABH KRISHNA In my opinion the direct competition to this bike will be the Benelli TNT 300. Two high quality European brands, it'll be interesting to get a hands on the G 310 R and feel its refinement and ride quality.

ON THE DUCATI XDAVEL S UNVEILING

JITHIN KAIMAL Night Rod killer
AJAY Most awaited Bologna beast

ON THE HONDA BR-V

NEIL D'COSTA The BR-V is visually pleasing and both ends of the vehicle are perfectly in sync, unlike the Mobilio which has a rather bulbous face and a sharp rear.
TARUN This looks more like a Mobilio Cross than an SUV.
TATS This is a jacked up Mobilio with side cladding and roof rails!



poor Rohit for not being given a chance to speak. Did I mention that the pictures that come along with the reviews are great! The overall design too is generally pleasing and easy on the eyes. All in all, awesome job people.

NAZEEF KARIM

Ural fixation

Dear Shumi,
The Ural - where/how on Earth did you get to ride it? Don't tell me its coming to India! Should I put my Bonnie purchase on hold? Wonderful talent man. I wish other journos had the ability to write the way you do. Ride safe, write more.

ROHIT ALLAVALI

Thank you for saying such nice things! Shumi says that the Ural is a private import to explore entering India commercially. But he's not sure where it is headed and there seems to be some confusion between the Indian parties and the Russian organisation. What that usually means is that any actual commercial availability is still years away. So stall your Bonnie purchase so that you can get yourself one of the new ones (read about them on page 44), but not for a Ural.

Playing the blame game

I am writing this letter with my hands quivering from anger. I was riding home on the NH-47 at 50kmph approaching a junction (the speed limit is 65kmph) when an auto-rickshaw crossed the road without the courtesy to turn and look for oncoming traffic. I fell. All through the journey, buses, lorries and cars kept coming on to the wrong side as if the road belongs to them. Just because I am riding a two wheeler, it doesn't mean they can swerve onto my lane and push me to the side of the road just for their convenience. I braked, and tried to swerve but could not avoid contact. I even had my headlight on, so the vehicles could see me! I wore



all the essential gear and luckily ended up with just scratch on my leg and a broken rear brake lever. Now this is not why I am angry. Accidents happen. It is what came next that makes me furious. The onlookers, started blaming me for overspeeding and for - believe it or not - keeping my headlights on. The stigma pinned on us that, whatever accident happens involving a two wheeler, it is the rider's fault every single time! Imagine the prejudice set upon us! Irresponsibility is not the monopoly of bikers. There are as many irresponsible drivers as there are riders. Please do not shift the blame on us all the time. We deserve some equality.

KAILASNATH SREERAM

The Baleno's second innings

Dear OVERDRIVE, thank you for reloading the happiness of auto enthusiasts for years! The Baleno rang the buzz! The old wine in new bottle is not the story in this case. Only the name is the same. Though the 'parent' Baleno failed to lure the customers, the 'child' Baleno will fulfil the wish of its predecessor! Airbags in all the variants, stylish design, good comfort, and amazing fuel efficiency, these are few of the points that speak on its behalf. The Nexa effect will also be an advantage. Baleno has borrowed the steering and audio system from its elder siblings, the S-Cross and Ciaz, and it matches the overall interiors of the car. One thing is for sure Nexa, now has some eye candy! If the Scorpio was the game-changer for M&M, then it is the Baleno for Nexa! Maruti is the trend setter for lending older names to new cars. After the famous Zen was discontinued, it was reintroduced as the Zen Estilo and now it's time for the Baleno. If the Baleno can recreate the aura that was created by the Zen two decades ago, the time is not far when we will see separate branding in different segments, adopted by the other competitors.

VIRAL KAMDAR



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Datsun's India-bound Go-Cross concept debuts at Tokyo

Datsun hopes to break away from the extremely affordable category, with the Go-Cross concept

Datsun have just revealed a new product based on the Go+ MPV platform called the Go-Cross. This crossover is targeted, like the rest of the product portfolio, at global markets. Undoubtedly, given the Indian customer's affinity for crossovers, the Go-Cross will make its way here as well.

Specification details haven't been revealed as yet but according to Datsun design head, Koji Nagano, the crossover can be modified to cater to various market requirements. That only means it can be shortened to benefit from the sub 4-metre duty cuts prevalent in India.

However, the bigger news is that the Go-Cross will aim to raise the Datsun

brand above the extremely affordable price profile the rest of the products exist in. While the concept does look almost production ready, there may be a few bits that will not see the light of day such as the wing mirrors, the large wheels and tyres and other ornamental bits that adorn concepts. Expect the rest of the design attributes to stick around to give it a sense of



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premiumness and presence.

On being questioned if the Go-Cross would warrant a new engine family, Vincent Cobee who heads Datsun did mention that diesel may not be a priority but there may definitely be a new engine in the works. He also mentioned that existing powertrains will continue to be used though states of tune may vary befitting the objectives of a crossover.

Reiterating the fact that the Go-Cross would not be clubbed as a cheap and affordable product, Vincent also added that "Datsun does not build cheap cars. Datsun builds cars for people willing to spend a year or two's worth of disposable income on them." Given that a target audience could stretch from Indonesia to Russia, South Africa and even parts of Europe, we expect to see fairly upmarket interiors as well.

Given also the fact that the production capacity lies grossly under utilised at the Renault-Nissan plant in Chennai, exports will be another area of focus if the Go-Cross is brought to India.

A big question on everyone's lips will also be safety. Datsun products, especially the Go and the Go+, have suffered a poor reputation where safety is concerned. Expectations that the new Go-Cross will have adequate safety standards in line with global requirements will be high. However, until a production version is revealed along with more details on specifications and features by Datsun, we have no comment.



There is a very complex tension in the Indian market

In conversation with **Vincent Cobee**, global head, Datsun

OD: You have been throwing several hints our way about this concept being based on the Datsun Go+ platform and India being the fastest growing economy and the fastest growing market over. When, or rather, can we at all expect to see this in India?

VC: Clearly, we have said that this is a concept. This is one direction where we would love to evolve the Datsun product line. One of the key roles of the concept is to gauge interest and to understand whether that resonates with the development of a market. We are clearly aware and very convinced that the Indian market is moving very quickly, as people move from the car they need, to the car they love, to a car that augments their lives. We believe that that's what the Datsun Go-Cross concept will bring to you — an adventurous, open-heart, open-mind type of car. So, we will be listening to all words written and said about this concept. So, to your question of when? It may take several but not too many years.

With the given products that we have in the Indian market, especially the Go and the Go+, there is a risk of falling into this extremely affordable segment, to word it correctly. Do you think that the Go-Cross can take you out of that and elevate you to a premium position, as the customers are looking for a more aspirational and premium product?

There is a very complex tension in the Indian market and that is one of the many peculiarities of that market. The purchase price and the cost of ownership are very important drivers. But at the same time, there is a strong aspiration for



personalisation, equipment, fit and satisfaction among the customers. People are willing to spend that extra ₹10,000-20,000 to get a better car. So, when] entered the Indian market, one of the important elements for us was to make a very competitive car in terms of performance, space, power and cost of ownership. As we grow, we will continue expanding our offer in several directions. We went for the Go+, which gives you more space and more seats for a broader family line. We will launch a new car in early 2016 which will be aimed at the younger, more urban premarital-stage type of customer. When you look at this concept, we are investigating another direction which is what we call 'adventure' or 'lifestyle'. It brings you more unique territories, new spaces. It gives you broad, adventure-filled, rich life. As you say, that there is a rapid revolution of the Indian market but you should never forget that at the very beginning, you need to be very competitive. The taste of the Indian customer is moving towards a very competitive car, and not a very rich but uncompetitive vehicle. That is the equation we are trying to lead the Datsun brand too.



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Diesel-gate hits India

AFTER THE INFAMOUS VOLKSWAGEN emissions scandal broke out in the US and Europe, the Automotive Research Association of India or ARAI had conducted their own investigations into the matter to see if the company had cheated on the emission tests here. ARAI's findings have revealed that Volkswagen's diesel engines do violate the BS stage IV emission norms with discrepancies in the Nitrogen Oxide (Nox) emission levels. According to sources, ARAI has now widened the extent of its research to include the diesel engines manufactured in India, as well as the diesel engines that were imported before 2015. Volkswagen India had started assembling the 1.5-litre TDI motor locally at their Chakan facility in 2014, while the petrol engines are still being imported.

At the 2015 Tokyo Motor Show, VW's new CEO for passenger cars, Herbert Diess, stated that the India-made diesel cars were also affected and hoped that the Indian authorities would accept Volkswagen's plans to fix this issue by releasing new

software or by changing the hardware.

The cars affected by this currently are the 1.5-litre Polo TDI, Polo Cross TDI and Vento TDI, and the 2.0-litre Jetta and Passat. These cars run the same EA 189 family of engines, which use the defeat device to manipulate emission results. Currently, there are 3.14 lakh Volkswagens in India that run an engine from this family, but the exact number affected by this issue is unknown.

"The investigations to find out if the cars sold with EA 189 engines are impacted due to the software or not in the Indian context are underway in the headquarters in Germany as well as here in India and we are waiting for these results. As soon as we have these results, we will communicate further," stated a Volkswagen spokesperson. VW India had issued a statement recently which said that they have received a notice from the ARAI and they will respond to the same by November 30, 2015.

Volkswagen India may have to issue a recall and may even be penalised, if found

guilty under the Motor Vehicle Act. The Act itself could undergo changes to include on-road emissions testing in the car approval process, in addition to the lab emissions tests. Although these testing procedures will require special facilities and infrastructure, ARAI says that it has the capabilities to perform both on-road and lab tests.

From here on, the tests on the remaining Volkswagen cars in question will be jointly conducted by ARAI and Volkswagen India, along with sample testing on all OEM models.

We believe that the ARAI should have stricter emission regulations in place as this isn't the first time that a manufacturer has toyed with the emissions norms (GM being the example with the Tavera emissions scandal). ARAI could also conduct tests on vehicle samples from the showroom with or without the manufacturer's knowledge to ascertain if the emission norms are complied with.

With input from Farah Bookwala Vhora and CNBC TV18.

Ford's global automotive financial arm, Ford Motor Credit Company, has launched its retail financing service in 17 cities across India



Brand new Innova on its way in 2016

TOYOTA HAS A BRAND NEW INNOVA to replace the car that was by far its most successful model in India. The new Innova gets a raft of changes and is a bigger, more premium machine than the car it replaces.

It gets a sleeker face and tail while the side remains quintessentially Innova with a boxy, MPV like profile. The top end car Q variant in Indonesia gets LED projector headlamps, daytime running lamps and LED tail lamps. In addition to this, it gets 17-inch wheels while the base and mid G and V models use 16-inch wheels. The interiors see a big jump in quality and from the images, the car looks more spacious as well. The dashboard gets a very smart layout, much better than the current car and the Q variant gets faux wood trim. There is also the 8-inch touchscreen infotainment system, front and rear climate control, as well as auto up and down function for all the windows. The instrument cluster is all new and gets a TFT full colour multi-information display. Captain seats in the middle row and flip-up tray tables are available. Keyless entry and go is also on offer.

The new car continues with a ladder frame chassis and has the same double wishbones up front and a four link rear. It retains the same wheelbase but is now

150mm longer and 70mm wider. Toyota has also increased the front and rear track by 30mm, in an attempt to improve the handling characteristic. There's no word on kerb weight as yet, but the Indonesian car gets a brand new engine that is nearly 50 per cent more powerful. The 2.4-litre engine is part of Toyota's new GD family and gets two transmissions options – a 5-speed manual and a 6-speed automatic. It makes 149PS and 342Nm (360Nm when equipped with the automatic transmission). The car comes with two driving modes – Eco and Power.

Safety has been given priority with ABS and dual front airbags as standard, something which we expect Toyota to offer in India as

well. The Q model also has knee, seat and curtain airbags as well as ESP and hill assist.

We expect Toyota to showcase and possibly even launch the new Innova at the 2016 Auto Expo. However, there's little doubt that the car we get here will be specced differently from the Indonesian car. Going by the more powerful engine and added features, we expect the new Innova to be priced significantly higher than the current car which costs between Rs 10.6 and 15.9 lakh ex-Mumbai. It could be more affordable if Toyota offers the new car with the existing engine but we're not yet certain whether the new platform will allow that. We should have more details soon.

The new Innova now gets a completely refreshed interior which thanks to the increased track, is more spacious as well. There is also an 8-inch touchscreen infotainment unit that the Indonesia-spec car gets which the Indian version could also get



Tata Motors recently appointed international football star, Lionel Messi as its global brand ambassador to endorse its passenger vehicles and the brand

Lamborghini Huracan LP 580-2 ▼

Lamborghini's two-wheel drive Huracan LP 580-2, after its world debut at the 2015 LA Auto Show, has made its way to Indian showrooms priced at ₹2.99 crore, ex-Delhi. The 5.2-litre naturally aspirated V10 motor makes 580PS of power, down by 30PS from the Huracan. Read our first drive experience on page 72.



Maruti Suzuki Baleno ▼

The new Baleno has been launched at ₹4.99 – ₹8.11 lakh, ex-Delhi. It debuts Suzuki's Liquid Flow Design and gets all new interiors and Apple CarPlay, like the S-Cross.

It also gets two airbags, ABS and EBD. There are two engines – an 84PS 1.2l petrol with an optional CVT and the 75PS diesel with a 5-speed manual. Read our comparo on page 100.



Chevrolet Trailblazer ▼

Chevrolet's full size SUV, the Trailblazer is here as a CBU at ₹26.40 lakh, ex-Delhi. It comes in only the LTZ trim and uses a 200PS 2.8-litre turbodiesel with a 6-speed automatic. It gets a flat-folding third row, touchscreen infotainment, leather seats, electrically adjustable driver's seat and climate control.



Audi S5 ▼

Audi's fast sportback, the S5 is now available in India at ₹62.95 lakh, ex-Delhi and Mumbai. Powering the car is a 333PS supercharged 3.0 TFSI motor mated to a dual clutch transmission that Audi claims can do 0-100kmph in 5.1s. Top speed is electronically limited to 250kmph, with a tested overall fuel efficiency of 8.8kmpl. Read more about the S5 in our road test on page 80.



Maruti Wagon R AMT ▼

The Wagon R AMT is available in VXi and VXi(O) trims at ₹4.76 lakh (regular) and ₹4.98 lakh (Stingray), ex-Delhi. The 69PS/90Nm 1.0l engine claims a fuel efficiency of 20.5kmpl, the same as the manual. While there is no price change in other trims, the Wagon R is now the only vehicle in its class to offer ABS and dual airbags as an option.



Toyota Landcruiser LC200 ▼

The LC200 is now updated and priced at ₹1.29 crore, ex-Delhi, a hike of ₹10 lakh. It gets a heated steering wheel, tyre pressure monitoring systems, LED illuminated scuff plates and multi terrain monitor cameras. The facelift also brings a new grille, redesigned wheels, LED headlamps and tail lamps, new upholstery and new touchscreen infotainment. No changes to the 4.4-litre V8 motor or the 6-speed auto transmission.



Range Rover Evoque ▼

The facelifted Evoque has been launched at ₹47.1 lakh, ex-Mumbai. It gets new bonnet scoops, a fresh grille and a bumper with larger air dams on the five-door HSE Dynamic and Autobiography variants. There's also a new spoiler, roof fins and a 3G antenna to boost phone signal. Inside there is an 8-inch infotainment unit with JLR's smartphone Incontrol Touch system.



Maruti Suzuki tops customer satisfaction and after-sales service ranking in India according to 2015 JD Power Asia Pacific survey

Magneti Marelli opens new plant

Magneti Marelli, the principal supplier of Automated Manual Transmissions in India have opened a new plant located close to Maruti Suzuki's facility at Manesar, Gurgaon. The plant sits on an area spread over 7,500 square metres and has a production capacity of 2.8 lakh units each year. Magneti currently has seven facilities in the country including an R&D centre. Apart from AMTs, the company also manufactures suspension, exhaust, powertrain and electronic systems as well as lighting.

**16,400 EcoSports recalled**

Ford India has issued a voluntary recall of EcoSports made between November 2013 and April 2014, to fix an issue with the rear twist beam bolt. The company claims it is possible that the component in question might not have been tightened according to specification, which could cause the pivot bolt to break. This could affect the way the car handles, potentially resulting in an accident, although none have been reported so far. Ford is contacting customers to get their vehicles checked at a company workshop for the defect.

**Audi customers happiest!**

ACCORDING TO THE 2015 JD POWER INDIA Sales Satisfaction Index (SSI) study, Audi scores the highest in sales satisfaction in the luxury car segment. The study examines seven factors – delivery process, delivery time, sales persons, sales initiation, dealer facilities, paperwork and deal which contribute to the overall sales satisfaction. The index is calculated on a 1,000-point scale where Audi scored 888 points followed by BMW at 885 and Mercedes-

Benz at 878. The SSI was based on the response from 224 new-vehicle owners from between September 2014 and April 2015. The overall satisfaction average is at 883 points, which is 7 points less than 2014. The study also showed buyers in this segment being highly involved in the purchase procedure. 35 per cent of the owners shop around for other models, 45 per cent research on the Internet and 80 per cent take a test drive.

**New X-Trail coming to Auto Expo**

THE ALL-NEW NISSAN X-TRAIL IS BUILT on Nissan's CMF platform and will be the first vehicle on this platform in India. It has a 76mm longer wheelbase and is 17mm longer than the older car. It is also wider than before. Nissan has maintained the ride height at 210mm. The car now has a more rounded design when compared to the outgoing model. The cabin

gets a swoopy and modern looking dashboard, a new NissanConnect infotainment system, a 7-inch colour touchscreen, climate control, panoramic sunroof and rear AC vents. It is expected to come with a 1.6-litre 130PS/320Nm diesel motor mated to a manual transmission or a CVT. 4WD is available exclusively with the manual. The new X-Trail will be a CBU here.

Force Motors India has launched the 2016 Trax Cruiser Deluxe at Rs 8.68 lakh (ex-Maharashtra) with air-conditioning and other interior updates

Honda's Clarity Fuel Cell is production ready

The production ready version of Honda's FCX Clarity has a fuel cell that is 33 per cent smaller than the original concept. This has allowed the engineers to keep the car at the size of an average five seater sedan. At its current size the fuel cell is roughly the size of a V6 petrol engine. Honda claims nearly 60 per cent increase in power from the concept, to over 136PS. The maximum range is a claimed 700km. The Clarity Fuel Cell has a device called the Power Exporter 9000 which can provide power to an entire household for approximately seven days on a single charge.

**Mazda unveils the RX-Vision concept**

This rear-wheel drive concept is powered by the next-generation Skyactiv-R rotary engine that operates through the rotational motion of triangular rotors – as opposed to reciprocating pistons in regular engines. Mazda is the only company to successfully mass-produce cars with a rotary engine and almost all of them are icons. Mazda is also the only manufacturer to win the 24 Hours of Le Mans with a rotary-powered racecar. Details are scant on the RX-Vision and although there are no obvious signs that it could go into production, we really hope it does.

**Suzuki debuts the Ignis at Tokyo**

THIS COMPACT CROSSOVER WAS initially called the iM-4 concept and was previewed at the Geneva Motor Show earlier this year. Available in both two-wheel drive and four-wheel drive, the Ignis runs a 1.2-litre Dualjet petrol engine with SHVS hybrid technology, mated to a CVT. It resembles the iM-4 concept with neat creases running around the boxy exterior and a rather

unusual rear end. The Ignis appears based on a hatchback-crossover theme similar to the Kwid, and happens to be only marginally larger, but is much more premium on the inside. It gets all the expected essentials including a touchscreen infotainment system. Suzuki also displayed the Ignis-Trail concept which is the same car with a few cosmetic changes. Could be here next year.

**Nissan's self-driving IDS concept**

DUBBED BY NISSAN AS A VISION FOR CAR intelligence and electrification in the future, the IDS concept is powered by a 60kWh battery and has an aerodynamic design, low stance and a carbon fibre body. It boasts of a self-drive mode enabled by Nissan's Leaf Piloted Drive 1.0 technology as well as Piloted Park technology which allows the

owner to remotely park the car through a smartphone or tablet. The IDS concept carries four passengers, and the cabin gets more spacious when self-drive is activated. When this happens, a large screen pops up in the middle of the instrument panel and all the mesh leather seats rotate slightly inward. It can also be charged wirelessly.

Ford India has rolled out the one millionth car manufactured from its Chennai plant, which can produce diesel and petrol engines on the same assembly line

Porsche recalls 58,882 Macans

58,882 Macans have been recalled to fix a possible leak in the low-pressure fuel line in the engine compartment of the S and Turbo variants. The manufacturer has recalled these Macans to its workshops for a check up and free replacement of the fuel line. Porsche says that so far, only the petrol engines have been affected by this issue. Porsche India is currently investigating the matter to find the batch of Macans which may be affected by this problem.

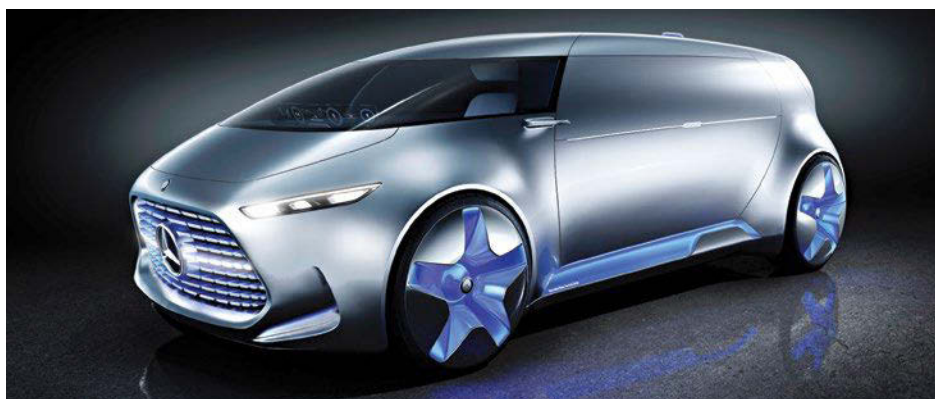
**McLaren begins production of the 570S**

The 570S is McLaren's entry level supercar but still gets a 570PS/600Nm 3.8-litre twin-turbo V8 and has a claimed top speed of 328kmph. The car sprints from 0-160kmph in 6.3 seconds (claimed) with the help of a 7-speed dual clutch gearbox. One of the highlights on the 570S is the Active Dynamics Panel (ADP) which allows the driver to control the engine, transmission and suspension settings. This supercar gets a new diffuser, front splitter and side skirts from the Sports Aero pack, which helps increase maximum downforce by 8kg.

**Yamaha's new concept is a car!**

THE SPORTS RIDE CONCEPT IS A MID-engined two-seater sportscar made of carbon-fibre, tubular sub-frames and composite body panels. It borrows tech from Gordon Murray Design – the company run by the eminent F1 car designer. Yamaha had first previewed Gordon Murray's iStream technology with the Motiv Concept which was initially showcased at the 2013 Tokyo Motor Show. This

technology allows Yamaha to manufacture a series of vehicles using similar methods, much like making different body style cars on the same assembly line. Yamaha says that the Sports Ride concept will offer the involving and active feeling of riding a motorcycle. While details about the powertrain are scant at the moment, we hope Yamaha does make a production version of this car soon.

**M-B unveils Vision Tokyo concept**

THE VISION TOKYO IS MERCEDES' autonomously driven concept vehicle that is aimed at the owner who would much rather spend time in this tech laden lounge, than behind the wheel. It uses the F-Cell plug-in hybrid technology seen in the F 015 Luxury In Motion concept and has a range of 190km on pure electric charge and 790km on the

fuel cell – a theoretical range of 980km. The high-voltage battery can also be charged wirelessly. Dominating the futuristic look is a large wraparound windshield, one-way body coloured windows and a massive grille. The interiors feature a large wrap-around couch, LED screens on the walls and a holographic infotainment system in the centre.

Honda Cars India Limited has recalled 3,879 units of the Honda City CVT variants to update the hydraulic pressure that controls the transmission

Hyundai launches Genesis sub-brand

Genesis is Hyundai's new luxury sub-brand that will take on the German giants. Hyundai has stated that it will roll out six new Genesis models by 2020 bearing a new wing-shaped Genesis emblem. The names of these cars will be a combination of the alphabet 'G', which stands for Genesis, and a number like 70 or 80, to indicate its class. These vehicles will be designed by a new division from Hyundai called the Prestige Design Division. This division will be led by Luc Donckerwolke, who has handled designs for Audi, Bentley, Lamborghini, Seat and Skoda.

**Diesel-gate could affect Porsche's profits**

Porsche, which has a 32.4 per cent stake in Volkswagen, has stated that its profits for the year could be affected by the Volkswagen emissions scandal. With close to 8 lakh vehicles belonging to the Volkswagen Group being affected by the issue, around €2 billion in economic risk has been estimated. Taking these risks into consideration, Porsche still estimates a year-end profit of around €0.8 billion-1.8 billion. However, this estimate is still subject to change, after considering the full impact of the Volkswagen emissions scandal.

**Evoque gets a droptop**

THE EVOQUE CONVERTIBLE, ACCORDING to the company is the world's first convertible luxury SUV. It gets a fabric roof that can be raised in 21 seconds and folded away into the boot within 18 seconds, even at speeds of up to 48kmph. The SUV gets rollover bars that are stowed away in the rear bodywork, which deploy in 90 milliseconds in case the car rolls over. Despite the convertible design, this Evoque offers 251 litres of boot space with

the roof folded down. Another upgrade on the Evoque Convertible is the 10.2-inch touch screen infotainment system which provides smartphone integration and 3G connectivity. This SUV gets an Si4 petrol motor that produces 240PS and the 2.0-litre Ingenium diesel engine in 150 and 180PS states of tune. To handle off-road duties, the Evoque Convertible gets Range Rover's Terrain Response System and Wade Sensing feature.

New turbopetrol for 2017 Honda Civic

HONDA WILL BE LAUNCHING TWO NEW petrol engines in Europe – the 1-litre and 1.5-litre VTEC, turbocharged, direct injection engines. Both of these engines are expected to come mated to a CVT gearbox. Honda says that the all-new engines will be a part of its growing Earth Dreams Technology range which offers dynamic performance, output and fuel economy. The 1.5-litre turbocharged engine is likely to replace the 1.8-litre engine with an approximately 30PS increase in power, 15 per cent better fuel economy and 45 per cent better torque, and the 2017 Honda Civic will be the first to get this unit. Another Honda engine that was launched earlier this year was the 2-litre VTEC Turbo, which powers the current Honda Civic Type



R. It produces 310PS of power and 400Nm of torque, good enough for a claimed top speed of 268kmph and a 0-100kmph acceleration time of 5.7 seconds.

Fiat Punto Sportivo has been launched in India at Rs 7.10 lakh (ex-Delhi) with dual-tone colours, 15-inch alloys and a 6.5-inch touchscreen infotainment system

Toyota tops global sales

Toyota has reclaimed its top spot in global sales after three continuous months of outselling Volkswagen. The German firm has slipped down the sales chart after the recent diesel gate fiasco. Toyota has reportedly sold 7.49 million cars, outselling Volkswagen's 7.43 million from the beginning of this year up till September 2015. The trend is expected to continue and Volkswagen has an uphill task of fixing the situation it is in and then on fighting back to the top.

**6.5 million Toyotas recalled**

Just as Toyota celebrates apexing the world's sales charts, a faulty power-window master switch has forced it to recall millions of cars worldwide. The fault is attributed to insufficient lubrication of the power-window switches on the driver's side. Toyota says that the issue could cause the switches to melt, produce smoke and potentially, lead to a fire. The vehicles affected by this defect are the Camry and Camry Hybrid (2007-2009), Corolla (2009-2011) and the RAV4 SUV (2006-2011), to name a few. Toyota is still assessing the situation in India

Ferrari goes public

FIAT CHRYSLER AUTOMOBILES (FCA) floated 9 per cent of Ferrari's shares at the New York Stock Exchange on October 21, 2015. FCA's initial price for the offering was \$52 (₹3,389) per share, with Ferrari valued at \$10 billion (₹651 crore). But through the day, the prices for the share increased, peaking at \$60.97 (₹3,955.09), 17 per cent over the initial public offering, before finally closing at \$55.

The shares listed under a stock ticker that read 'RACE' raised a massive \$893 million for Fiat Chrysler Automobiles, money which will mostly be used for reviving the ailing brands under its wing. FCA will retain 80 per cent of its share in Ferrari and will distribute more Ferrari stock to shareholders next year. 10 per cent of the shares will continue to be held by the Ferrari family.

**Mercedes-Benz GLS unveiled**

THE LATEST CAR TO GO UNDER THE name changing hammer at Mercedes-Benz is the GL SUV, now named the GLS. Along with the name the SUV gets fresh lamps and bumpers. The GLS gets more luxury and the latest generation Comand infotainment system that includes an eight-inch, colour media display. The central row of seats is flexible and features a 'cargo' position that liberates upto 2,300 litres of cargo space. The GLS also gets ambient lighting in three colours. Powertrains include a wide range of petrol and diesel mills with a 9-speed automatic. The range topping

GLS 63 belts out 585PS, 28PS over the current GL 63 AMG. The GLS gets only one diesel unit, the 258PS GLS 350 4Matic, with 620Nm, which is what we expect it to come with when it is launched here.

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2016 Triumph Speed Triple gets comprehensive updates, traction control

Triumph updates its brutal sport naked with more torque, traction control and adds a new R model on top

Triumph has updated its Speed Triple and the new bikes are expected to go on sale in India in January 2016. The update includes a comprehensively new engine that's slightly narrower but offers a bit more peak power and substantially extra torque across the rev range. Triumph also promise 10 per cent more economy.

The engine gets a new ECU which brings ride-by-wire, five riding modes and traction control that you can turn off if you want to go stunting. The Speed Triple also gets some cosmetic updates including the slinky new twin headlamps and a Daytona-style sleek new rear end. Lest we forget, there are now two Speed Triples. The base S gets all this including the new Monobloc callipers and

adjustable suspension. The top R switches to fully adjustable Ohlins, adds a ton of machined-from-billet bits as well as carbon bits. Like the Street Triple R, the Speed Triple R also gets the shiny red panels that mark the R out from the other model. Expect the bike to go on sale in January 2016. Or take advantage of discounts Triumph dealers are offering on the outgoing model right now!



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Triumph unveils all-new

All-new, sleeker, sharper five bike range boasts bigger, torquier engines. India debut set for 2016 Auto Expo

The new Triumph Bonneville is here. This is the third all-new Bonneville since Triumph's resurrection and perhaps the most ambitious one of the three so far. The company says the Thailand-made motorcycles are all completely new and the new Bonneville takes what it does well – a slick, well-made retro flavoured motorcycle – and pushes it to the next level. But before I tell you more about the new Triumph Bonneville, let's travel back in time.

NEW BONNEVILLES REVEALED

October 21, 2015 is a pretty special day. Primarily because at some point in a movie called *Back To The Future*, an old man and a young man set their time-travelling DeLorean to this day. I was in London on that day and if the movie'd been correct about

what lay ahead, they'd be seeing the new generation of Triumph Bonneville emerge from the darkness in a concrete-floored hangar in north-east London.

Did you notice the plural? There are now three distinct Bonneville. No surprise, right? The current range already has an alloy-wheeled base model, the spoke-wheeled T100 and the cafe racer Thruxton. Yes, but the new bikes take the distinctions to a whole new level. What I'm about to tell you does have boundaries though.

We were permitted to sit on the bikes, start them up, ask questions to the four top Triumph executives present. But we couldn't ask for specifications or power figures or prices or launch dates. Those were for later.

What we do know is that there is a new family of two engines – 900 and 1200cc twins – in three states of tune, a ground-up

new chassis with minor tweaks by model family, a slew of new electronics and of course, the new design – the Bonneville is completely new.

Triumph also showed off parts of its new 470-item parts catalogue for the new Bonneville as well as its new riding gear and clothing lines for the bike. Triumph also highlighted its 'inspiration' kits which are sort of like a list of factory accessories that come together to create a specific look.

For example, the Street Twin has a Scrambler Inspiration kit that gives it a high Vance & Hines pipe and bits. This is interesting because Triumph also confirmed that the Scrambler, America and Speedmaster would continue to be on sale and in production, wearing the current 865cc parallel twin.

And now back to the new Bonneville



The Street Twin is the most affordable and likely to be the centre of sales attention. Its 900cc twin is all-new. The T120 uses a high torque version of the new 1200cc motor while the Thruxton cafe racer uses the high power version. The R variant of the Thruxton is the new range-topping Bonnie with an impressive spec

2016 Bonneville range

whose ignition keys are now in a central location ahead of the handlebars (yay!).

BONNEVILLE STREET TWIN

The new Street Twin is the base Bonneville. It gets a brand-new liquid-cooled 900cc parallel twin that is fed by one throttle body. The engine makes 80Nm at 3,100rpm, which is not only 20 per cent more than the current Bonnie but also 2,400rpm earlier which is terrific. Triumph adds ride-by-wire, traction control and ABS to the standard equipment list as well. The Street Twin also gets a slip and assist clutch that lightens lever effort and more.

BONNEVILLE T120 & T120 BLACK

The next higher model is the Triumph T120 and its cosmetic cousin, the T120 Black. These models are unabashedly retro, wearing a more upright set of ergonomics compared to the

Street Twin. But the engine makes 105Nm of peak torque at 3,100rpm which is a full 54 per cent increase over the current Bonneville. The T120, says Triumph, draws upon the original 1959 model to create a stylish retro look. The standard heated grips, centre stand and the passenger grab rail underline its focus on being a practical machine.

THRUXTON AND THRUXTON R

The Triumph Thruxton also gets a 1200cc engine but it isn't identical to the T120. This engine not only makes more torque – 112Nm at 4,950rpm but it also makes greater power and revs higher though Triumph wouldn't discuss either in more detail at this event. Styled as an extremely attractive cafe racer, the base Triumph Thruxton now gets a higher spec R model featuring adjustable Showa upside down

forks up front, Brembo Monobloc radially mounted callipers and a fully adjustable Ohlins rear shock set. The Thruxton also gets Pirelli's excellent Diablo Rossi Corsa tyres to reiterate its sporty intent. In terms of electronics, the Thruxton spec adds a Sport mode.

Triumph says the global reveal was October 28. The Triumph Street Twin's specs and prices should be out in the first week of December. January 2016 is the time for the Triumph Street Twin to hit showrooms (not in India, though) and for the prices and specs of the rest of the range to show up. The Triumph T120 and the Thruxton ranges will come to showrooms only in spring 2016. That's a long roll-out and we expect the Triumph Bonneville range to come to India starting March-April 2016 – confirmations are expected.

TRK502 unveiled

Benelli has just unveiled the TRK502. The newest adventure motorcycle from the Benelli stable gets a fuel injected 500cc, parallel twin engine with DOHC and makes 47PS@8,500rpm and 45Nm@4,500rpm. Long travel suspension, a 20-litre tank and optional panniers make the little Trek all set for adventure.



Suzuki launches SV650

Suzuki has just showcased the all new SV650 in Milan and it aims to revive the cult following that made the original a classic. The new SV650 gets a new 645cc liquid-cooled, V-twin that generates 76PS and 64Nm with improved fuel economy and lower emissions.



2016 GSX-R1000 unveiled

Suzuki has just taken the wraps off the all new GSX-R1000. It boasts an all new 999cc engine with variable valve timing that makes 200PS, ride-by-wire, selectable riding modes, all-new aluminium chassis, 10-level traction control and a bi-directional quickshifter.



Benelli revives the Tornado

BENELLI HAS JUST UNVEILED ITS FIRST fully faired motorcycle since the Tornado 1130. Called the Tornado 302, the motorcycle uses a parallel twin engine that displaces 300cc, in a DOHC set-up, similar to the Benelli TNT 300. This liquid-cooled unit is mated to a 6-speed transmission, and with a new map, it now

redlines at 12,000rpm (instead of 11,500rpm) where it produces 35.4PS. The bike makes 27Nm of torque, and Benelli claims a top speed of 170kmph. It is built on a completely new trellis frame with a plastic cover around the swingarm pivot. Expect the Tornado 302 to make its way to Indian markets by late 2016.



A new scrambler in town

BENELLI ALSO HAVE A SCRAMBLER READY. No, we are serious. The Chinese-owned Italian company unveiled the Leoncino in Milan. While the proportions look similar to the Ducati, there are differences in powertrain and other features. The Leoncino boasts a 500cc, liquid-cooled, parallel twin engine that makes 47.6PS and 45Nm mated to a 6-speed transmission. Built on a

trellis frame, the Benelli Leoncino gets USD forks and a monoshock with preload adjustment at the rear. ABS comes standard and true to scrambler tradition, there are knobbies and spoke wheels as well. Benelli says that the motorcycle goes into production from the second half of 2016 and on sale soon thereafter. No news yet on whether the motorcycle will make it to India, though.

Benelli is reportedly working on a few scooters, one of which is similar to the Activa. No news about them coming to India, but it seems likely

Retro XSR900 unveiled

Yamaha has unveiled the XSR900 in Milan. The retro-cool Yam sports a 847cc, three-cylinder motor based on the FZ-09. The gearbox too is based on the 09s, but in the XSR, it gets a slipper clutch. The bike looks especially pretty in the 60th Anniversary colours. It's unlikely to come to India, though.



Z1000 goes Sugomi

The already aggressive Z1000 has just had some more aggression added. The Sugomi edition Z1000 is essentially a black and burgundy colour scheme with an Akrapovic exhaust that comes as standard. The motorcycle gets no other mechanical changes.



Kawasaki ZX-'winter'-10R

Also showcased at Milan was the Kawasaki ZX-10R Winter Edition. Like the Sugomi edition, this too is a paint job. The 10R gets the same livery that the WSBK team used for winter testing, hence the name. It also gets an Akrapovic exhaust as standard fitment.



Yamaha unveils the R1's evil twin

YAMAHA STUMPED THE AUDIENCE AT EICMA with the MT-10, its "most remarkable naked bike." And does it look wicked! Based on the mighty Yamaha R1, the MT-10 shares most of the mechanicals but loses on some of the exotic bits. The bike is powered by the YZF-R1 derived 998cc crossplane engine, but retuned to boost

mid range power. Other changes include newly designed intake, exhaust and fuelling systems and steel connecting rods from the low spec YZF-R1S model. It also gets switchable riding modes, three mode traction control and cruise control. Will it make it to India? We feel it just might, since it doesn't need homologation.



First of TVS-BMW bikes unveiled

AFTER MONTHS OF RUMOURS, BMW HAVE finally taken the wraps off their small capacity motorcycle that's been developed in partnership with TVS. Called the G 310 R, it uses a 313cc, single-cylinder engine that makes 34PS and 28Nm of torque. The bike is built on a trellis frame and gets 41mm USD forks up front with a

directly mounted monoshock at the rear. It'll be manufactured at the TVS plant in Hosur. Dedicated production and assembly areas have been created at TVS that are inspired by BMW Motorrad's Berlin-Spandau plant which is used as the basis for the G 310 R's quality standards. Expect a price between ₹1.4-2.4 lakh when it arrives.

MV Agusta has teamed up with F1 camp Lewis Hamilton to create a limited edition Dragster 800 RR

Panigale gets bigger

Ducati has revealed its replacement for the 899 Panigale – the 959. The Superquadro engine is now a 955cc twin-cylinder number making 157PS and 107.4Nm. The increase in displacement is thanks to a longer stroke. Ducati says that the service intervals will remain the same as the 899 despite the increase in power.



Super Duke GT unveiled

KTM has just created a touring version of the Super Duke. The Super Duke GT gets a tweaked motor that makes 173PS and 144Nm. It also gets Super Adventure inspired suspension, redesigned windscreen, bigger fuel tank and an option to mount hard panniers.



RC 390 updated for 2016

The KTM RC 390 has gotten a whole list of updates for the new model year. It gets a slipper clutch, ride by wire and a bigger front brake. The underbelly exhaust is now gone and is replaced by a conventional right side mounted unit. It also gets adjustable brake and clutch levers.



Ducati launches smaller Scrambler

DUCATI HAS TAKEN THE WRAPS OFF THE newest Scrambler in its portfolio, the Sixty2 at EICMA 2015. The Scrambler Sixty2 gets its name from the year 1962 because that's when pop art was gaining popularity across America. The baby Scrambler is powered by a new 399cc Desmodromic air-cooled, L-Twin engine that pro-

duces 42PS@8,750rpm and 34Nm@7,750rpm. Unlike the elder Scrambler, the Sixty2 gets conventional Showa forks. The Sixty2 promises to take over the mantle from the Scrambler as the most affordable Ducati. But expect it to be priced way higher than the competition (390 Duke, Yamaha R3, etcetera) if it makes it here.



El Diablo is back

DUCATI HAS UNVEILED THE XDIAVEL AND XDiavel S. The 'X' in the names stands for the combination of two different riding experiences in one bike – "low speed excitement typical of a cruiser and the adrenaline rush of sports riding." The Testastretta engine now displaces 1,262cc thanks to a longer stroke and makes 156PS and

128.9Nm. The bikes now get a feet forward riding position unlike the earlier Diavel and is aimed at attracting the huge cruiser market in America. Keeping this in mind, the bike now also gets a belt final drive. Other electronic tidbits like ride-by-wire, riding modes and traction control remain while launch control has been added.

Yamaha has unveiled a 60th Anniversary edition YZF R1 with the iconic Kenny Roberts' yellow and black speedblocks colour scheme

KTM Adventure delayed

As depressing as the news is, it does not look like there will be an Adventure or Enduro model coming off the 200/390 Duke platform any time soon. Despite Stefan Pierer having mentioned indicated plans for the same and some motorcycles having been spied testing, KTM has now said that the Duke platform is not suitable for off-road applications. Any machine for such applications with powertrain similar to the 200/390 will need an all new platform created for it. Our guess is that the first off-road or adventure motorcycles to come from the Austrian manufacturer will be based on the 500cc or 800cc twins that KTM is currently working on. For KTM, the focus right now is stabilising the markets to which its India-made motorcycles are being exported. However, if KTM's 'one bike a year' trend is anything to go by, it is possible for a few CKD models to make their way to India starting next year.

**The Adventure scooter**

Honda has unveiled this tasty new concept at Milan. The Honda City Adventure concept looks like a cross between a dirt bike and a scooter. It gets long travel suspension, knobby tyres, knuckle protectors and an upswept exhaust. All we know is, we want one!

**Renegade Sport S coming to India**

UM HAS UNVEILED THE RENEGADE SPORT S—a motorcycle that is India-bound—at EICMA. It is powered by a single cylinder, electronically fuel injected engine that displaces 279cc. This water-cooled unit is mated to a 6-speed transmission and delivers 26.6PS and 22.76Nm. There are 41mm telescopic Gabriel forks up

front, while the rear uses a double shock set up. The Renegade Sport S gets TVS tyres front and back. It will make its debut in India as one of two models from UM at the 2016 Auto Expo, where pre-bookings for the bike will begin. UM Motorcycles announced their entry into the Indian market at the Auto Expo last year.

Four new Hyosungs revealed

HYOSUNG HAVE DEBUTED A GORGEOUS prototype at EICMA, called the GD450. It looks like their next street naked that could come in 2016. It uses a liquid-cooled, single-cylinder, DOHC engine that displaces 449cc. The single-cylinder set-up ideally means that it will be relatively affordable. The motor is mated to a close-ratio, 6-speed gearbox and makes 50PS and 47.7Nm thanks to a high compression ratio of 11.8:1. It runs 41mm

USD forks in front and an offset gas-charged hydraulic shock absorber with no-step preload adjustment at the rear. The Hyosung GD450 also gets a 300mm petal disc up front, a 230mm petal disc at the rear, 17-inch wheels and 120 and 160 section front and rear tyres. Also on display was a small capacity cruiser called the GV300, a freshly redesigned GT650R and a smaller, fully faired GT300R, all very likely to make it to India.

Suzuki has showcased an all-new VanVan in Milan with a displacement boost of 74cc, taking it up to 200cc

Preserving heritage is imperative to track growth.

I like car museums because they are manufacturers' way of giving back to society by preserving a part of every culture they grew up with. Automobiles are an integral part of society, and it becomes very important that like humans preserve photographs and videos, manufacturers too preserve the automobiles they build. This is an important part of society. Automobiles, like everything else, tell stories of a generation. The choices and preferences, the styles and personalities, the maturity and sensibilities of a generation can all be highlighted through the automobiles we drive. For example, the Dusenbergs and Daimler cars of the early 1900s clearly indicate the elegance of that era. Today's electric and autonomous automobiles are a reflection of the advancements in technology this generation has made. Who knows what tomorrow may bring but it's going to be revolutionary, that much we know.

Automobiles also reflect various cultures. You know simply by entering a car if it was American or European or Japanese or Korean or even Indian. Automobiles are a mirror of the times. In the late 1800s, automobiles were first considered eccentricities... in the early 1900s, they became luxury items... by the mid-90s, they were a necessity. As such, the way they were designed and built has also changed considerably. From the large and luxurious trappings of the classics and vintages, we have more utilitarian functions emerging in the cars of today. Tomorrow technology will shape cars in a very different manner and yet, there will be a basic ethos they will still reflect. And we will only know this if we have stages to peer upon what took place and see how it relates to the future. Automotive museums are as much a reflection of the changes that took place through the ages and helped shaped society as any other museum. Automotive museums are also a crowning glory for the achievements and strides the automotive industry has made over the years.

There are some fantastic automotive museums around the world that I've had the privilege of visiting. The most recent one was the Nissan Heritage Centre in Zama, Japan. It's a huge hangar that



Bertrand D'souza

can claim to have a more illustrious and hallowed collection than the Shlumpf brothers. In fact, hop over the pond to North America and there are nearly a hundred auto museums spread across the length and breadth of that automotive crazy continent.

And it's not just the car guys, even the motorcycle industry has some amazing treasure houses in almost every corner of the world. Some of the greatest collections are to be found in England, and there are dozens of museums where you can feast your eyes on so much history, it would make your ears bleed.

Therefore it's quite painful to see that no Indian manufacturer has showed any interest in any of its achievements to date. I was speaking to some friends at Maruti

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To me, it seems that automotive development, manufacturing and sales in India are purely nothing more than a '*dhandaa*'. Where is the passion? Where is the fire?

houses Nissans of all sorts in a very simple display. Some fantastic pieces have been carefully restored and maintained but it's so fascinating to see Nissan's roots and the path they've tread on for so long. Other museums that have overwhelmed me have been Audi's massive Glasshouse at the Audi Forum in Ingolstadt, Germany. It's not just a technological marvel but also such a clever way to showcase your history. Your legs will ache from all the walking at the enormous Mercedes-Benz museum in Stuttgart but your heart will sing through all nine levels. You'll be wide eyed glossing over the Porsche collection that is also housed in Stuttgart, close to the Mercedes museum.

Then there are the Ferrari and Lamborghini altars to the gods of speed, performance and engineering in Maranello and Sant'Agata, respectively. Or you could simply hop over to France and visit the Shlumpf collection also called the *Cité de l'Automobile*. This is the largest collection of cars in the world and possibly also one of the best that is open to the public. Yup, Jay Leno may have a vastly more eccentric collection but not many

and the conversation happened to veer towards the first M800 they built in 1981 which was proudly owned by Delhi resident Harpal Singh. Maruti showed little interest in getting that car back. There seemed to be simply no sense of pride and achievement in what I believe is Maruti's first stepping stone to the journey so far. And it's not just Maruti but even Tata Motors, Mahindra, Royal Enfield, Bajaj, TVS or Hero Motors who show little to no inclination of preserving their legacy. To me, there is no clearer indicator that automotive development, manufacturing and sales in India are purely nothing more than a '*dhandaa*'. Where is the passion? Where is the fire? You could quite literally walk into any of these companies and ask anybody to provide some documented account of their legacy. Beyond any audited records and bills books and such, I doubt there'd be even a scrap of paper anywhere charting out the growth of those companies. And in the end, that's what most Indian automotive manufacturers are turning out to be – a cold industry devoid of emotion, passion and memories! 

The middleweight motorcycle comparison and the 2016 Street 750 have caused a bit of a dramatic change in my stand on ABS. I thought I would take a moment to explain this. The Harley's brakes at launch were poor and now the company's gone and added a fully new Brembo system that is vastly more effective. But riding on wet but decently grippy Japanese streets at the media ride, I found that I couldn't feel enough of the front-end to detect approaching front-end lock up. That's unnerving. In fact, I did lock up the front-end trying to feel my way into the brakes going up the bridge over the harbour. In the dry, locking it up would be harder to be sure, but in inexperienced hands, a panic situation is going to require more skill than the average new rider can muster.

Similarly, all seven of us who rode out for the middleweight festival (see page 150) rode the Benelli 600i and the Kawasaki Ninja 650 less hard than the other bikes. We were extremely conscious of their lack of ABS. It altered how much commitment we were willing to ride with on both known and unknown roads.

As Halley pointed out later, since Rishaad, Halley and I are all riding ABS-equipped machinery, we all approach non-ABS machines with some amount of extra caution and apprehension.

This leads me to believe that if riders who ride as much as we do feel that ABS is a good thing to have, it should be invaluable to riders who're more tentative in the saddle. All three of us, mind you, have to often make full-scale emergency stops in the course of testing and in that sense, our control over the brakes is probably vastly ahead of the inexperienced rider.

That's why I've decided to highlight in no uncertain terms that faster machines that do not offer ABS at least as an option will not earn recommendations from us, no matter how good they are.

You will see this change in the R3 test (see page 144) as well as the seven bike test in this issue and in more places as we go forward. Hopefully, the new laws promised to us will obviate the need for this in 2017.

But it serves to highlight our attitude as buyers as well as the manufacturers' approach to the Indian situation. The fact is that bike makers want to make money. If you all showed up at showrooms demanding ABS and exuding the willingness to pay for it, they'd all have them on offer.



Shubhabrata Marmar

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That's why I've decided to highlight in no uncertain terms that faster machines that do not offer ABS at least as an option will not earn recommendations from us, no matter how good they are

That isn't the situation though. Even premium motorcycle buyers are reluctant to pay for ABS. Which means that like most of the safety technology that has been legislated into standard equipment, ABS must be as well.

In the ideal world, I'd love for the manufacturers to make an ABS cartel. They could sit down and decide that, say, everything above 175cc must come with ABS. This would be good for business in the long run. ABS equipment would become cheaper per unit due to the scale of the production. Bikes would get more expensive, of course. This would naturally cause a dip in sales. But in time, say six months, buyers would get used to the new base prices and stability would be restored.

The price gap between non-ABS and ABS bikes would grow as a fallout. But I think that would be a good thing too. It would slow down people moving up from smaller bikes to bigger ones, which would hopefully give them more time to polish their skills on the smaller machines – whether by intent or by accident.

The trouble with this utopian vision, of course, is that none of this is likely to happen. The only way ABS will become widespread is when the government steps in and cuts off non-ABS bikes at the knees.

For that to happen, though, the government first needs to focus on two-wheelers. Riders may outnumber car users many, many times, but the media as well as the powers that be have regularly shown that they're more likely to be attentive to drivers than riders. The simplest reason, perhaps, is that everyone drives and is affected by cars. Which despite our numerical superiority isn't true for bikes.

Want an example? Remember the brouhaha over the small hatches that failed Global NCAP crash tests? I'd bet that if the government were to just enforce the existing rules... Okay just the helmet law, we would save a far greater number of injuries and lives than with an airbag/crash testing law. My point is not that the latter isn't required but that helmet law enforcement will produce far greater good and requires no new laws to be passed or politicking to be done.

When you're faced with a situation where events are out of your control, what do you do? I like to focus on the things that I can do. I can, for example, stop recommending that people who read our work buy motorcycles that do not have ABS. And that's where I'm going to start. **OD**

Amongst all the extensive news reports of the recent terror attacks in Paris, a few things caught my eye. A friendly international football match was being played between France and Germany and the French President Francois Hollande was there to watch it. A couple of loud explosions took place close by and the French President was evacuated by the Special Forces. Some 80,000 fans at the stadium were asked to gather on the field and were moved out in batches by a handful of security personnel and organisers. While walking out, the football fans sang *La Marseillaise*, the French National Anthem. Our nation has also suffered many terror attacks, but what I found striking about this incident is that nobody panicked. They all followed instructions. Though there were 80,000 of them and only a few officials, they exited the stadium in a most orderly manner while holding their heads high and singing the French National Anthem. I am sure in India there would have been total chaos. Nobody would have waited or followed any instructions given over a public address system. They would have simply rushed out and caused a stampede, resulting in even more deaths. Why this big difference? Is it a cultural thing? Or is it about education and upbringing? Or are we 'like that only'.

Another thing that I could not help but notice was that the cab drivers went out of their way to help people on the streets. They transported them to their homes free of charge. Yes, the cab drivers in Paris gave free rides home and one Parisian, like most on that day, noted, "The cab drivers were very concerned about seeing us home safely and went beyond their call of duty in ensuring our safety. And they refused to take any money". I find this simply amazing and a big tribute to not just the cab drivers, but also the people of Paris and, by extension, France.

On July 11, 2006, I faced a completely different situation when seven blasts took place over a period of 11 minutes in Mumbai. The bombs were set off in pressure cookers on trains plying the Western Line of the Suburban Railway network and 209 people were killed and over 700 injured! I too was on a Suburban Railway train at exactly that time in the evening. When the series of blasts happened, the police gave the railway authorities orders to shut down the rail network. My train stopped short of Sion station and along with the other passengers, I walked out to the nearby taxi



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While the cab drivers in Paris did not charge after the terror attacks, the ones in Mumbai always loot passengers on the day of a calamity

stand. There were many cabs there and also several auto rickshaws. But none was ready to take me to my friend's place at Bandra, some six kilometres away. They wanted to be paid extra. There were other commuters who wanted to go towards Bandra and the cab drivers said they would take us only if each one of us paid them ₹1000! Well over 20 times the normal fare. We requested and pleaded but failed to make any impression. I walked for a bit and had cabs slowing down and asking me where I wanted to go. But all wanted absurd sums of money to drop me to my destination. Finally, along with a couple of other commuters, I blocked the path of one cab and shoved the driver to the side and got behind the wheel and started driving. When questioned why they were not helping fellow citizens on a day of such a big calamity, the cab driver coolly told me, "These calamities are opportunities for people like us to make more money. Be it a natural calamity like floods or a manmade one like terror attacks, we demand a much higher fare and make more money. When people are in trouble, they will pay more to reach the safety of their homes. So why should we taxi driver's not charge more."

Nothing more needs to be said about the

difference in attitude of Mumbai cabbies and the ones in Paris. But again, I fail to understand why? Why such mean and mercenary behaviour on part of our cabbies? And it happens each and every time there is an adversity.

Another thing I have noticed about Mumbai cabbies is that they hate wearing seatbelts. When the law to make them mandatory was brought in, they went on strike and agitated to prevent the introduction of this law. So the government at that time exempted the older Fiat taxis from having seatbelts and said they would be mandatory only in new cabs. Now most of the old Fiat cabs have been phased out and we have newer ones like Hyundai Santros, Maruti Altos etc, plying on our roads and all come with factory fitted seat belts. And as per the law, the taxi driver has to wear them. But they don't wear them, they just slip them on. Yes, they simply tie or clip up the belt at the starting point on the B-Pillar. You now even get a clip as an accessory that stops the retractable movement of the seatbelt. And the driver then simply slips it across his front and most don't even bother buckling it. That is a Mumbai cab driver for you. Selfish and scheming, but completely stupid too. **OD**



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A torrid affair

Meet the latest open-top Ferrari. You can almost smell the violets from the Italian countryside and hear Dean Martin's *That's Amore*

Words **Jamshed Patel**

There has always been an 18-month gap between a Ferrari flagship coupé and its convertible body form. And I was in love with the 458 Spider. So naturally when the drop-top version of Ferrari's new mid-engined flagship supercar, the 488, arrived in a quarter of that time at the Frankfurt Motor Show last month, I knew I had to drive it the moment I saw it. I paraphrase. If wishes were prancing horses... And they came true when Ferrari invited us to an international media drive.

As I landed at the Bologna airport, I consciously drew my stare away from the silver Lamborghini Countach at display to avoid automotive perfidy. The next few days had to be about the Horse and not the Bull. My initial disappointment of not starting the drive at Maranello was met by the realisation that Bologna was actually where it all began for Ferrari – where a young Enzo would watch in awe as his superheroes Vincenzo Lancia and Felice Nazzaro competed tooth and nail at the Circuit de Bologna in 1908 – a brief moment in history that changed the world. The roads in the Italian countryside were also the ones on which champions like Stirling Moss and Juan Manuel Fangio drove fearlessly competing in the Mille Miglia and Targa Florio in the 1950s.

Wretchedly, as irony would have it, the sun pulled a disappearing act and the forecast for that one day that we'd be driving the convertible Spider predicted rain. What a shame it would be to drive a convertible with the roof up! But I wasn't about to let a bit of rain dampen my spirits. Driving a Ferrari in Italy was what my childhood dreams were made of and I was going to enjoy every bit of it.

The 488 Spider has come a long way – from the 308 GTS Targa Top to the 348 Spider's Soft Top to the 458's retractable hard top, which has been carried forward on the 488 Spider. Ferrari have chosen to be a bit more aggressive with the 488's design, so that flair and elegance of the 458's design has made way for more angles and scoops. The scoops for the air intakes have moved from the back to the sides. This is an advantage especially for the Spider version because with the 458, they had to shift the position of the intakes for the convertible body form. With the 488, the folding roof doesn't necessitate troubleshooting. With the Spider, gone is the 488 GTB Coupe's elegantly sloping glass rear window, with its view of the V8 beneath; it has been replaced by a flat deck area surrounded by flying buttresses. The aerodynamics are an unprecedented level of sophistication giving it a drag coefficient of just 1.53 – a record for a Ferrari convertible. The







interiors haven't seen as much of a change with the only obvious change being the turbo boost gauge on the instrument cluster, reminding you of the changing times.

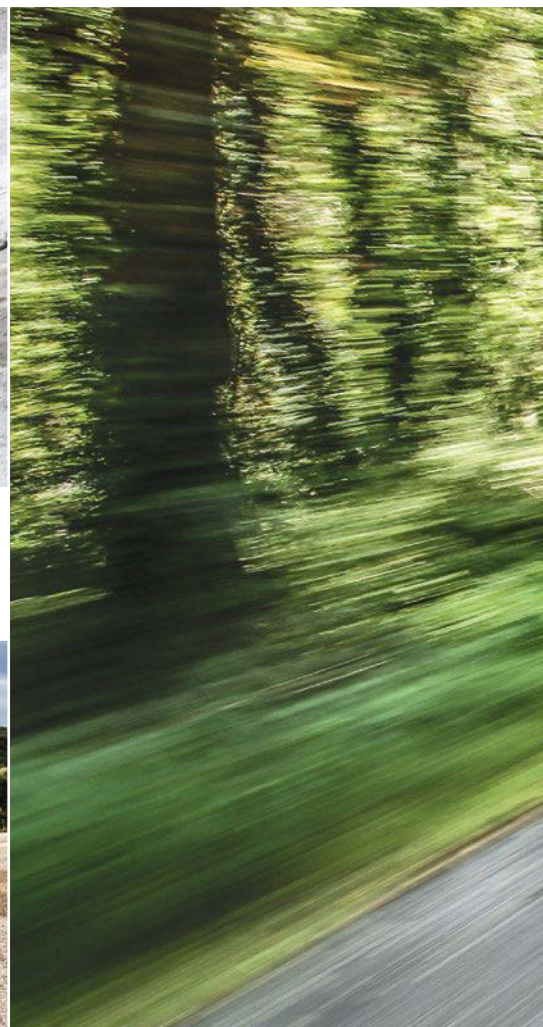
What's changed? The biggest transformation in the 488 is, of course, the V8 which has been downscaled from the 4.5 litres to 3.9 litres. So there's a marginally smaller bore and stroke, but the air that enters the cylinders is now forced with the help of two turbochargers. The effect, obviously, is more power (100 horses of it) and more torque (40 per cent more of it). But the biggest challenge for the engineers at Ferrari was to ensure that fans of the 458's naturally aspirated engine got the same sort of urgency from the throttle. And for that, they would have to find a way to counter the lag associated with turbocharging engines. So Ferrari used a Titanium alloy for the turbine wheels so that it could endure higher speeds. They also used a special seal between the rotors and the turbo casing so that no air escaped. Most importantly, the turbochargers force air in two stages which

optimises exhaust pulses, and the result is that the throttle response is just a 100 milliseconds slower. That to you and me, means almost identical throttle response.

It has become sort of a norm to crib about turbocharging these days, but let me remind everyone that what I think was the greatest driver's Ferrari of all time – the F40, was also turbocharged. With the 488's V8, Ferrari are effectively wiping out all the fallacies associated with turbocharged engines. That also includes the perceived shortfall of the sound. Sure, the 488's force-fed V8 doesn't rev all the way up to 9,000rpm, so the frequency of the sound is lower, but is it a sound you're going to feel shortchanged with? Only if you're obstinate or deaf. The whine of the turbos and the whistle of the wastegate are drowned by the baritone of the V8, but the way to identify the turbocharging is the eye popping mid range. You'll constantly feel the urge to short shift through the 7-speed dual clutch gearbox, which, of course, complements the V8's urgency. Ferrari don't offer a

manual option because they say no human could match the speed of their dual-clutch, 7-speed gearbox. I know I possibly couldn't.

The Manettino setting knob had been turned to Wet mode and even though I was almost nursing the throttle pedal out of corners, I could see the traction control lights flashing each time, grumbling like an overworked employee. The 488 can be a handful if you're not gentle with your throttle and correct with your steering angles. But ever so often, I did catch myself taking occasional liberties, relying on the brilliant electronics. The 488 gets the second generation of the Side Slip Control or SSC which debuted on the 458 challenge, and practically changed the driving characteristics of the 458. The now evolved SSC2 not only works in tandem with the evolved ESP9 and F1-Trac, but also controls the active dampers. The result might not be palpable on public roads but on a racetrack I'm sure it can shave a few seconds off your lap times. Thanks to the SSC2, Ferrari's calculations declares 12 per cent faster



Behind the ridiculously good looks lies a lot of function. The air intake scoops are now on the side, allowing a new 'blown spoiler', which effectively increases downforce but allows a low drag coefficient of just 1.53





acceleration out of corners. But perhaps the more important detail is that it'll help you carve silly slides without ending up in the gravel traps. The 488's brakes borrow bits from the top-of-the-range LaFerrari, which means they are lighter, with better stopping power.

And just when I thought I wasn't going to be able to get the roof down, the rain gods relented, the fog eased and I finally managed to get the roof down on the go. Yes, the experience of driving topless is one of the best motoring indulgences, even more so when it is a drop-dead gorgeous, red Ferrari.

FERRARI 488 SPIDER

Type 3,902cc V8 twin turbo petrol

Max power 670PS@8,000rpm

Max torque 760Nm@6,750rpm

LxWxH(mm) 4,568x1,972x1,211

Price ₹4.5 crore (est. ex-showroom)

+ Fast! Red! Roofless!

- Doesn't have the 458's raging redline





The sound from the turbo V8 was even more mesmerising. The rear window pulls up in three stages, cutting out the wind buffeting so you can have conversations even at 200kmph. The retractable hard top debuted in the 458 which became the first mid-engined supercar with a convertible solution of the kind. It was 25kg lighter than soft top mechanisms and essentially did away with all disadvantages of a soft top. The 488's hard top retracts in all of 14 seconds, and it does so even on the move, at speeds of up to 45kmph. The mechanism itself is brilliant because it almost renders the roof panels two-dimensional so that it takes just 100 litres of space. As with most convertibles, the 488's chassis has had to be reinforced to make sure it doesn't flex and that the driving dynamics don't change. You definitely can't tell the difference between the coupe and the convertible under normal conditions but to be certain, they've made the 488 Spider 23 per cent stiffer than the 458 Spider. The result is that the 488 Spider is 50kg heavier than the 488 GTB Coupe with the reinforcements. But how much does that change the performance? It hardly does. Ferrari claims that 0-100kmph times between the coupe and convertible are identical at exactly 3 seconds, while nought to 200 takes 0.4 seconds more, at 8.7 seconds.

The euphoria was complete. I wanted to drive off into the horizon were it not for the harsh professional compulsion of returning a borrowed press car. But that raises the question, in India which Ferrari would you have? Sure, the FF is practical with four seats and 4-wheel drive, the new California T is a more affordable convertible from Ferrari. The F12 Berlinetta and the 488 GTB Coupe are the more quintessential supercars. But for me, this has to be it – the 488 Spider. It's got the performance and you can put the roof down and enjoy a bit of hedonism. And when you get it to the racetrack, it's practically inseparable from the coupe. Now I would have picked the LaFerrari as the ultimate Ferrari – if you could have one, that is! 

Ferrari India

Ferrari hasn't had the best partnership experience in India in the past, but with its new partners, the mandate is very straight – Ferrari wants to make the ownership as pleasurable as the first time you drive it. World over, Ferrari offers a seven-year free maintenance for cars both new and used. This means, once a year or after every 20,000km, your dealership will carry out basic maintenance free of charge.







DRIVE

BMW X6 M AND X5 M

5, 6 Mmm...

While BMW has been busy developing hybrids and electric cars, their M-division has been happily brewing up a delicious concoction of Chemical X

Words **Jamshed Patel**





The year was 2009 – a boardroom full of BMW boffins were racking their faculties – does it make sense to lend the M badges to something with an all-wheel drive, and more importantly, something with the X-prefix? After all – ‘M’ stood for Motorsport. The eventual verdict was, Why Not? And it has been one of the M divisions better decisions. Now nearly 6 years later, we’ve got the second generation of the M badged Sports Activity Vehicle – the X5 M, and the Sports Activity Coupe – the X6 M, with us on the swelter-

ing, coarse, dry Madras Motor Race Track, and I have just one immediate thought running through my head, I hope they have enough sets of tyres to last my magazine and television shoot.

THE VISUALS

The X5 M and the X6 M are inseparable from the front, and it’s only until you get to the three-quarters that you can tell the 5’s typical SUV form from the 6’s distinctive coupe form. The very large air intakes up-front and flaps are absolutely functional considering the size of the radiator (which



is a story in itself and I'll get to that) and so are the side gills that reduce turbulence around the front wheels. The kidney grille with the twin slats is typical to the M versions. At the back, the two are at their most distinctive with the X6's coupe form even getting its own spoiler. Quad pipes and M badges all round, oh and those massive 21-inch M light alloys, round up what separates these special versions from the standard X5 and X6. In fact, even when you get inside the cars you won't realise which one you're driving, till you notice your rear view

mirror and the rear visibility in the X5 M or lack thereof in the X6 M. Both cars get the expected assortment of features and luxury bits, but let the web story give you those details. Right now, I'm just excited to tell you about whether, despite all of BMW's efforts, are the X5 M and the X6 M really meant for track days.

POWERTRAIN AND PERFORMANCE

The engine is the same 4.4-litre twin-scroll twin-turbo unit that Shumi drove

in the current generation of the M5 and the M6, but of course, it has to make more power to match the bulk of these brutes. So the force-induced engine now makes 583PS of max power available between 6000 to 6500rpm, which is an increase of 4 per cent, and 750Nm of max torque available from as low as 2200rpm, which is a bump up by 10 per cent. Meanwhile, BMW claims the engine is 20 per cent more efficient and reduces emissions by a similar percentage, but umm, we're not going there, are we? Bit touchy. To you



The interior of the X5M and X6M are almost identical. Braking has to be a lot more calculative when driving a 2.3 tonne vehicle at ludicrous speeds



and me, all this means a 0-100kmph dash for a 2.3 tonne mammoth in a claimed 4.2 seconds – the only thing that can touch it is a Porsche Cayenne Turbo (a comparo soon to follow this issue). The best transmission to handle that kind of torque, according to BMW, was the conventional torque convertor of the 8-speed kind, and interestingly not the M-dual clutch. Now, on the race track, you can establish that the 8-speed M Steptronic isn't perhaps as quick as the twin-clutch, but the difference in the real world is barely palpable.

BE COOL LIKE THE FONZ

The dark horse of the drivetrain is however the cooling system which has a huge role to play considering the duality of function of SUVs, and the forces at play considering its proportions. The M-engine is designed to operate optimally at racetrack performance induced temperatures, but it also needs to run in stop-and-go traffic where there is no air cooling. So the X5M and X6M use a combination of high temperature and low temperature radiators, which also handle the cooling of the turbocharger, transmission oil and act

as intercoolers. The oil sump has been designed alongside a suction snorkel geometry to counter the cornering and lateral g-forces so that cooling isn't hindered at any point.

THE DANCING SHOES

The X5 M and X6 M get BMW's brilliant X-Drive All-Wheel Drive system, which can transmit as much as 100 per cent of the power and torque to the front or rear axles, as per the demand, through a multi-plate clutch. But here's where I read the brochure and detected what I think was the German



sense of humor. BMW let you switch the Dynamic Traction Control off completely, but they also have an intermediate mode called the M Dynamic Mode or MDM, which they say allows 'controlled drifting' in the X5 M and X6 M and (I swear I'm not making this up) "nudge the car into power oversteer (i.e. a drift) using the accelerator". Well, OK then – you asked for it. After driving other M cars you wouldn't call the X5 M and the X6 M drift kings, but to my utter bewilderment, you actually could get these SUVs sideways. Again, not in the way the other M cars do, but sideways nonetheless. Sure, the all-wheel drive system didn't agree with the demands and promptly sent more power to the front wheels to police our naughty intentions, but you could manage a few nice slides. BMW have tuned the front wishbones, specifically increased the upper wishbone's camber and optimized the steering axis. They've dropped the ride height by 10mm and all of this is intended to improve its cornering ability. At the risk of sounding ludicrous, the X5

M and the X6 M felt more at home than even the M5 and M6 that I drove earlier which I think is down to the X-Drive system. Despite sitting higher, the body roll is negligible for their size – once again only matched by the Porsche.

RESPONSE TO STIMULUS

The steering set up for both the X5 M and X6 M is a rack and pinion with electric servo assistance as opposed to a hydraulic system, keeping in tradition with recent Ms. In fact BMW claims that because it uses absolutely no power when in a straight line, it can actually save as much as 0.3 litres of fuel per 100km (doesn't sound like much, but when you consider these cars do 9 kilometres to the litre...). The steering response is sharp and direct, but that's something I had no doubt about to begin with – it's what BMWs do well. You can choose the servo input and hence the steering weight between its Comfort, Sport and Sport+ steering settings. My first kick down on the brakes on the X-Ms

was a bit of an eye opener, as the brakes and not the throttle, are the telling difference between driving the X-Ms and other M-sports sedans. When you compare them, you're likely to feel shortchanged because the M sedans stop far more easily than the X-Ms, this despite the increase of surface of brake liners on the front brakes by as much as 50 per cent. You can only imagine how much worse the predecessors felt. But then again, you have to remind yourself of the sheer momentum of a 2.3 tonne mass – that's when things fall into perspective. **OD**

BMW X6 M AND X5 M

Type 4395cc V8, twin turbo petrol

Max power 583PS@6,000-6,500rpm

Max torque 750Nm@2,200-5,000rpm

LxWxH(mm) 4909x2170x1689

4880x2184x1754

Price ₹1.6 crore (ex-India)

₹1.55 crore (ex-India)

+ Insane power, incredible grip for an SUV

- Don't even bother taking it off road



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In the bull pen

A day at the BIC with a Huracán for company!

Words **Rohit Paradkar** Photography **Ishaan Bhataiya**

A hectic week – that’s routine for us now. Five days of the week where you slog from sunrise to sunset – so much that you hardly find time pursue a hobby or to even boot up your set top box, let alone booting up your gaming console and getting your mind off the mundane life. In fact, the last time I played my Xbox was when the Forza Horizon 2 demo came out with a yellow Huracán as its protagonist. Of course, my work

has kept me busier with real world cars, but you get what I mean. Those five days of the week are so taxing that more often than not, you end up postponing all celebrations to a corresponding weekend. Something similar happened recently. Around the time we finalised this issue of OVERDRIVE for print, social media began buzzing about the World Men’s Day. Yes, such a thing exists and because this was the first time I has heard of it, I decided to celebrate it on the corresponding weekend with the best toys

known to mankind – sportscars!

The track was the Buddh International Circuit and my wheels – a Huracán LP610-4. Sadly this wasn’t a typical OVERDRIVE test where we would have the track all to ourselves. But nonetheless I was participating in the Lamborghini Experienze, which lets prospective or existing customers of the brand have a day out with their Lamborghini purchases (or prospective purchases) and get trained by professionals on how to maximise the driving experience from





their bullish pets. Though I don't own one or plan on owning one, I still had to sit through the briefing before getting my hands on a Huracán.

I have driven one before, but then the city environment or our highways don't do justice to this car. The racetrack is the arena it loves playing in and that is what I was here for. I was given access to a lime green Huracán which had already begun losing its sheen under the hot and dusty Delhi heat. If you are buying one, get a metallic finish instead and polish it regularly. The cars also had plenty of stone chips on the nose so investing in a good paint protection film would be a good idea.

I have always maintained that I'm not a big fan of the Huracán's design. It looks like a dumbed down version of the Aventador with clean lines, conventionally hinged doors and a rather serious face. As images of the Muira, Countach and the Diablo flashed on the presentation screens, I couldn't help but feel sorry for the Huracán. It just doesn't look as aggres-

Obviously, the mode to be in at any racetrack is Corsa. The Aventadors also graced the BIC. Cones mark the braking and apex points. Don't want a ₹2 crore plus supercar parked in the armco



sive as its forefathers.

The Huracán has a slightly more hunched up stance than the racier Aventador, but it certainly looks like a sportscar in this age should. Even when it's standing still. Stepping into the cabin isn't too difficult either. On the inside is where it feels like a typical Lamborghini though. Enough has been written about its spacecraft inspired cockpit, but you really need to experience it. It has got levers and switches for almost everything – even for the reverse gear selector. I'm glad it has a steering wheel and not a joystick. You need to spend some time to know what is where and once you do, the controls fall easily at hand, feeling rather dynamic to operate. The seat fits well even for my generous proportions and has very good bolstering for track attack. My car also came with matching green Alcantara upholstery.

Early mornings in Delhi are a cooler affair, so the track wasn't too hot early in

the day. But the fairly new Pirelli PZero tyres that the car came with came up to temperature halfway through the first lap. The heavy braking required at the end of the back straight was enough to put the necessary heat into the rubber. Then it was game on.

That V10, which sits behind the driver's seats, is a screamer in typical Italian fashion. On the road, it sounds great, but on the track, it yells loud enough to shake up heaven and hell as it quickly revs to its 9,000rpm red line. Even if you own a Huracán, I bet it will scare you with that redline-whine the first time you listen to it. In fact, it is so loud that I could barely hear the track marshals on the radio.

On my second lap, the Huracán managed to hit a top whack of 284kmph before I began braking for the right hander ahead. I can tell you the speed because my photographer was constantly looking at the speedometer in awe as the numbers

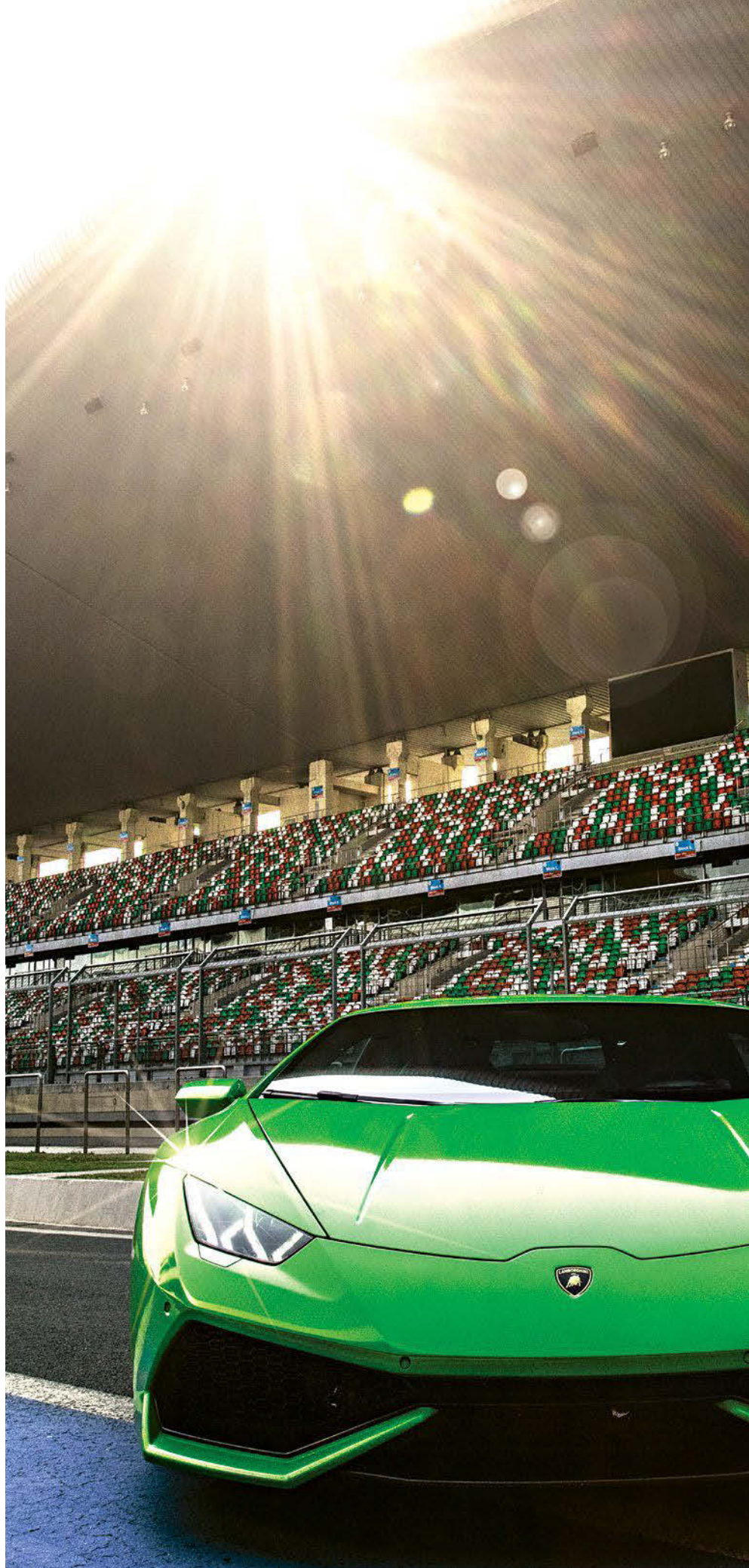


climbed up rapidly. On the Gallardo LP560-4 Supperleggera, I had managed a whisker under 280kmph on the same straight. The back straight has developed a slight bump, just shy of the 200m braking marker. It doesn't unsettle the car easily, thanks to the centrally mounted army of sensors which have three-dimensional vectoring of the car's dynamics to maintain the balance and composure. But the bump can be unnerving when it hits you unexpectedly at speeds over 250kmph.

The faster corners of the track highlighted the improved grip levels that the Huracán has over its predecessor and its behaviour can be altered with the three driving modes. The Strada mode is ideally designed for city use and gives the car an understeer-y nature and relaxed responses. The Sport mode is the fun mode as it engineers oversteer into the dynamics to make the tail step out or twitch when you enter the corner at respectable speeds. How cool is that! Then there is the Corsa mode in which I drove for most of the time. It is a more neutral package and provides maximum power, dynamics and steering response. Traction control never kicked in even when I was belting the Huracán around the track.

The engine delivers its power in a linear fashion and builds up pace in a blistering manner. The familiar V10 now comes mated to a dual clutch transmission which is ultra smooth with its shifts. The Gallardo would literally bang the driver's head into the headrest every time it shifted gears. I love that maniacal behaviour, but the Huracán doesn't do that. The smoother shifts help when your focus is on lap times and I appreciate what it does with the new set-up. But somewhere, it doesn't feel Lamborghini enough. I also had a go in the Aventador. Two more cylinders and 90PS of extra power. But it converts that into a lot more than just extra speed. Yes, an entry level sports car is supposed to lure new customers with care and not scare them like the Aventador does, but then it also needs to do justice to the brand. The Huracán seems more Audi. It is sharper and more agile than the Gallardo (and even the Aventador to an extent). It is a ridiculously quick car even. However, it lacks that extra bit of madness I want from a Lamborghini. But the fact is that though it has matured so much over the Gallardo, there is nothing quite like it in the price it demands.

Wait. Did someone just say LP580-2? 





Xcalibre

The automotive equivalent of King Arthur's sword, this!

Words & Photography **Vaishali Dinakaran**



I'm having a dream. Or is it a nightmare? I'm hurtling down the start-finish straight at the Lausitzring in the eerie half-light of early winter. There's something chasing me. I can't quite tell what it is though. I have a vague feeling that there are a pair of gleaming eyes glowering at me menacingly. There's a face (can you call that a face?) that seems like it started out as a jack-o-lantern, but was then hacked away at with a katana, leaving behind just the sinister bare minimum. Whichever way I turn, I can just about catch a fleeting glimpse of this creature. And then suddenly, with a loud roar, and a gust of wind, it's gone right past me and vanished into the distance.

I snap out of my reverie when someone pulls rather harshly at my seat harness in an attempt to ensure that I'm belted into position. Given that what I'm being strapped into happens to be a tidy little piece of machinery called the KTM X-Bow, these flights of fancy are warranted. Indeed, if it wasn't for the searing pain in my left thumb (I somehow managed to get my thumbnail caught in my glove when fiddling with the switchgear and upon tugging said glove off my hand had half my nail come off with it, leaving a rather bloody mess behind), I'd still imagine I was daydreaming.

You see, when the X-Bow was first launched in 2008, it caught everybody's attention. Not merely because it was the first four-wheeled weapon in KTM's otherwise two-wheels-only stable. But also because of the way it looked. It had the same sort of effect

one would imagine Cheryl Blossom, reddish-orange tresses cascading off her shoulders, had when she first walked into Riverdale, putting to shame the blondes and brunettes that Archie and Gang were used to. Of course, standing in the pitlane at the Lausitzring, finally staring at the X-Bow in the metal, I'm struck by just how fierce it looks. It's like a piece of extremely sharp Japanese origami – black carbon fibre chassis peeking out from in between folds of orange body panels. In fact I'm convinced that if Han Solo ever wanted to give the Millennium Falcon a facelift, he'd fly it straight to Mattighofen and ask to speak to Gerard Kiska.

Climb inside the X-Bow and you're reminded at once of its racecar-for-the-road statement of purpose. The X-Bow, even the Clubsport version that I drove, is spartan. As are the R (which has 300PS, 60PS over the standard X-Bow) and RR (the 'you can get as many horses as you ask for' model) versions. And that just adds to the racecar experience that you've signed up for. The one rather nifty touch that makes the KTM a one-size fits all machine is the fact that it isn't just the steering wheel that's adjustable. The pedals are on a platform that slides back and forth too. It's only the GT spec X-Bow that gets some amount of creature comforts – a windscreen, side windows, a wind deflector, a fabric top, a spruced-up heating system, a centre console and some sort of luggage system too. Although, seeing as I'm at a racetrack about to have a go in the car that's been used in every single edition of the Race of Champions since 2008, luggage is the



last thing on my mind. There's only one thing left to do... Start the engine.

And it's here, in my very first step towards getting the X-Bow going, that I'm entirely flummoxed. I appear to have forgotten the procedure that had been listed out to me by one of the instructors at the Lausitzring Driving Academy before we headed towards the cars. It's all too many buttons suddenly, and I'm sitting there convinced that I'll be the only person in the world who got to the racetrack, but couldn't take the X-Bow out for a spin, because, well, I'd forgotten how to start it. Fortunately for me though, someone comes by and helps me out. The order is, after pressing the clutch and brake, jabbing the Stop Button on the centre console first, then the Start Button also on the centre console, followed by the Mode Button on the steering wheel. At which point the display unit on the centrally mounted instrument pod should flash those three glorious words you'll be eagerly awaiting – Ready To Race. And then, you press the Start Button once again and listen as the 1984cc, turbo-charged Audi engine comes to life.

Of course, since this elaborate procedure has been put in place to ensure that not just anybody can start your X-Bow and run off with it, or, worse, crash it, this can be pardoned. And I'm feeling rather forgiving too, given that I'm now rumbling down the pitlane about to put the X-Bow, yes that same machine that helped Michael Schumacher and Sebastian Vettel to six consecutive ROC Nations Cup crowns, through its paces. But there's another little hoop to jump through before I can begin to try and understand what a machine that weighs just under 800kg can do, when it has 240PS waiting to be unleashed. There's a braking and slalom section that I'm made to go through to help me get acclimatised to the X-Bow. Dennis Reiter, one of the drivers who raced an X-Bow in the 2008 FIA GT4 championship and also tested the machine extensively before its launch tells me that this is standard procedure. In fact, even customers who buy the X-Bow have to undergo a day of training before they get to take it home. It's to really impress upon them that they've bought a very fast – zero to 100kmph in 3.9 seconds – and very light car that has absolutely no electronic drivers aids whatsoever. There's no one to go crying to when things go wrong. You're really on your own in this one.

A couple of laps later, my initiation is complete, and we begin doing proper laps of the circuit. It's only when I gather speed in the X-Bow, especially down the main straight, that I find myself having to really hang onto the steering

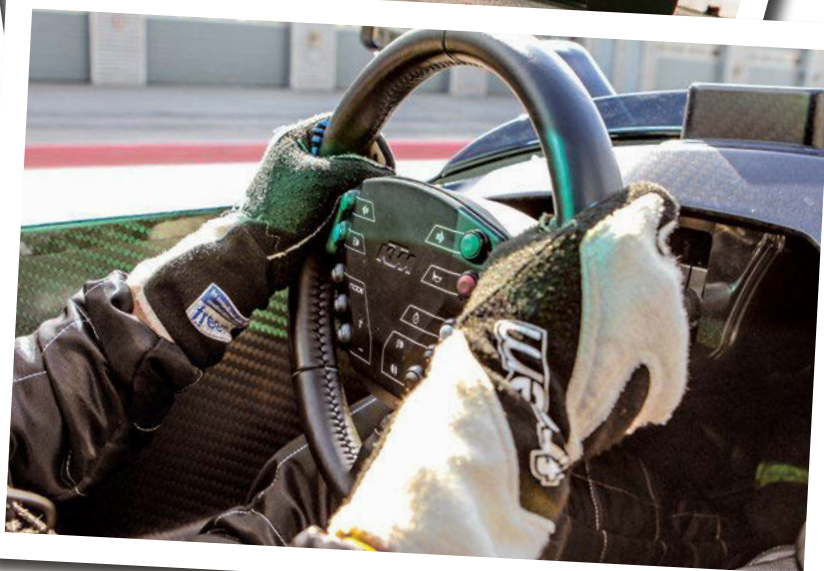
wheel. I catch sight of 178kmph on the digital speedo once. But when I feel like I'm going faster, I can't take my eyes off the track lest I miss a braking point and plough straight into the barriers. Gulp. The car feels like it's buffeting about too. Which means I am nowhere as precise as I am meant to be. There are cones handily placed around the track to help us follow the ideal line, and, after I miss three, my instructor's voice crackles over the radio telling me to buck up. So I focus my attention on getting to each apex. And here's when the X-Bow starts to put me in my place.

The first lesson I get are from the brakes. The Brembos are hard to use. If you're too easy on them, you'll find yourself having to press down on them progressively and continuously for a long time. Which means you'll miss your braking point. Which means you'll muck up your entry into the corner. Of course, this is just on the racetrack. The consequences on open roads can be much worse. The trick is then to ignore how darned hard the brakes are and give them a sharp, fast, powerful jab that will slow your X-Bow down and have your head bob forward all at once, which is oddly satisfying. Of course, if you're too hard on the brakes, you run the risk of locking them, which, I'm told after being looked at up and down, I simply don't have the strength to do. Offended though I might be, turns out that it's true.

Another lesson comes from the steering wheel. There's no assistance here, which means that you need to really use your muscles to point it where you want to go. Always keeping my hands at 9 and 3 o'clock on the steering wheel the way my instructor wants me to, becomes difficult. So I resort to just heaving the thing any old way I can, so long as I am pointing it in the right direction. My arms and shoulders begin to feel like I've had one of the most intense crossfit sessions of my life. But it gets better at higher speeds and tossing the X-Bow into the first corner after the long main straight, and hitting the apex spot-on, is a particularly grin-inducing moment. The X-Bow really is just such a lot of fun.

If you get things right, slot into the right gear (the H-patterned 6-speed shifter is the most relatable and roadcar-like feature it has) at the right part of the track, press the accelerator down firmly and gather up speed nicely, you really will feel like you're getting a proper racecar experience. It isn't just the fact that the wind's slapping you on the face a good bit, allowing the biting cold through your overalls and the four layers you're wearing under it. And it isn't just that you're so close to the ground. But you're cocooned in this beautiful





The 6-speed gearshift is the most roadcar-like feature you'll spot in the otherwise all-carbon fibre interior of the X-Bow that comes complete with a racecar-like steering wheel and 'Ready To Race' greeting. And apparently it's fun to pull donuts in the X-Bow, as one instructor showed us, while telling us not to try it ourselves!

carbon fibre tub. Your neck's moving from side to side with every corner you tackle. Your head is just about held in place by the racing headrest that allows you to sit vertically while stopping you from viewing the world completely horizontally. And suddenly everything looks beautiful. Even when that McLaren P1 passes you on the back straight.

One thing that I need to keep reminding myself, is that the X-Bow demands attention every single second. Which means there's really no space to daydream. The car I'm driving has road tyres (Conti Sport Contacts), which I'm told make it a little more unpredictable. Plus it is rear mid-engined, rear-wheel drive and extremely light in the front which mean if you're not careful, it can snap at you like an orange sunbathing alligator when you least expect it. Slicks, apparently, will allow for more grip, and more downforce, making the car even more stable on track. But since I have no slicks and since I need to make the most of this razor-edged hand of cards that I've been dealt, I try my best to live up to the standards of precision that my instructor is demanding of me. I go closer to the apex and even start riding those kerbs a little. And I'm surprised that there is no jarring sensation that I have been expecting. The car's suspension, which you can see peeking out between those body panels, does a fine job keeping out bumps.

Before I know it though, three 20-minute stints that seem like five-minute ones, are up. Damn relativity. I've never been more dismayed to see a chequered flag ever. But I obediently head into the pitlane and park my X-Bow there. I contemplate pocketing the key from the slot in the centre console, but decide the better of it. And when my otherwise grim instructor smiles, pats me on the back, gives me a thumbs up and says I did well, I begin to feel rather pleased. "Ah, what a fine job you've done," I think to myself. And then...

... I'm a passenger, strapped into the seat next to aforementioned instructor. Hurtling down the start-finish straight in the eerie half light of early winter. Nothing's chasing me. Because we're going too darned fast for anything to keep up. He's in fifth gear and I can see the rev-limiter flashing before I'm dealt a solid blow in my stomach and am pitched forward as he brakes hard at the 50m board. I'm then tossed about from side to side like a little rag doll as he dispenses with the rest of the circuit very, very fast, fighting the X-Bow into every single corner. It's like a karate master practising his katas. He's a black belt. And I'm still a white. Maybe a yellow. But what I really want is that bright beautiful shade of Austrian orange. **OD**



Bridge over troubled waters

The S5 Sportback makes for a perfect compromise between the style of a two-door coupe and the practicality of a four-door sedan

Words **Rahul Richard** Photography **Ishaan Bhataiya**

Choosing between a beautiful two-door coupe and a boring four-door sedan is an eternal battle between the heart and mind of a forty-something year old petrol head (a decision most motorcyclists are all too familiar with). With two kids and a spouse who doesn't share the enthusiasm about spending ₹60+ lakh on what they think is an impractical, inefficient alternative to the older diesel Mercedes-Benz C-Class parked in the garage.

And that's where the Audi S5 Sportback comes in. It's not too large, has four seats to keep your beloved happy, it's comfortable and easy to drive, it looks pretty darn good and most importantly, it has that sweet-sounding

3.0-litre V6 that doesn't fail to entertain. In essence, it is the metaphorical bridge over troubled waters. Let me elaborate.

PERFORMANCE

The S5 Sportback gets a 333PS supercharged 3.0-litre V6 that puts out 440Nm of torque. Audi claims a 0-100kmph time of 5.1 seconds, which feels quick, but not snaps-your-neck kind of quick. The torque kicks in at close to 3,000rpm and from there, it's a quick few seconds up the rev-counter to hit 6,000rpm where the engine redlines. The speedometer, meanwhile, makes a steady climb to 150kmph before you realise how fast you're going thanks to the slick 7-speed S tronic transmission.

Like all the other Volkswagen dual-clutch transmissions, this one is swift and precise. It also gets Audi's Drive Select with four modes — Efficiency, Comfort, Dynamic and Individual. In Efficiency and Comfort modes, the transmission relaxes a bit (doesn't get lazy though) while the exhaust quiets down. Turn the knob to select Dynamic mode, and the car wakes up immediately as the gear-shifts are served up faster, the throttle sensitivity increases and the exhaust opens up fully to give a sharp bellow that instantly puts a smile on your face. For best results, switch to manual and use paddle-shifters.

The car now gets larger discs that feel sharp and do a pretty good job of bringing



Road Test 1573

OD Rating ★★★★★
Price ₹62.95 lakh ex-showroom Mumbai

+ Efficient engine

+ Practicality

+ V6 soundtrack

- Tyres

- Lack of headroom



Headroom is quite low for front and rear passengers. The rest of the interiors are typical Audi – neat and functional. The V6 is quite efficient and easy to drive. 18-inch wheels are quite practical, but the tyres are a letdown. The sport seats don't quite hold you in place

the car to a standstill from three digit speeds. To improve efficiency, the S5 has been fitted with a brake energy recovery system that stores the kinetic energy for use by the alternator.

RIDE AND HANDLING

The S5 Sportback, like all other Audis, is a very friendly car to drive — make a mistake and it'll cover up for you without a hiccup, thanks to the Quattro system. It does its job well and keeps the car stuck firmly to the ground, although you do notice a little understeer around the tighter bends. The big let-down though, are the 245-section Pirelli Cinturato tyres. Sure, these low rolling resistance tyres claim to help with the efficiency, but they were squealing like a stuck pig when I pushed them around the bends.

To add to that, the car felt a little too light. At 1,820kg, it isn't, but over crests at high speeds, the car felt like it was almost taking off. Almost. Over roads that have a lot of crests and corners, this can be a little unnerving and it's the first time we've felt this with an Audi. But the fact of the matter remains that to get a car to take off, it takes a certain level of stupidity that most drivers,



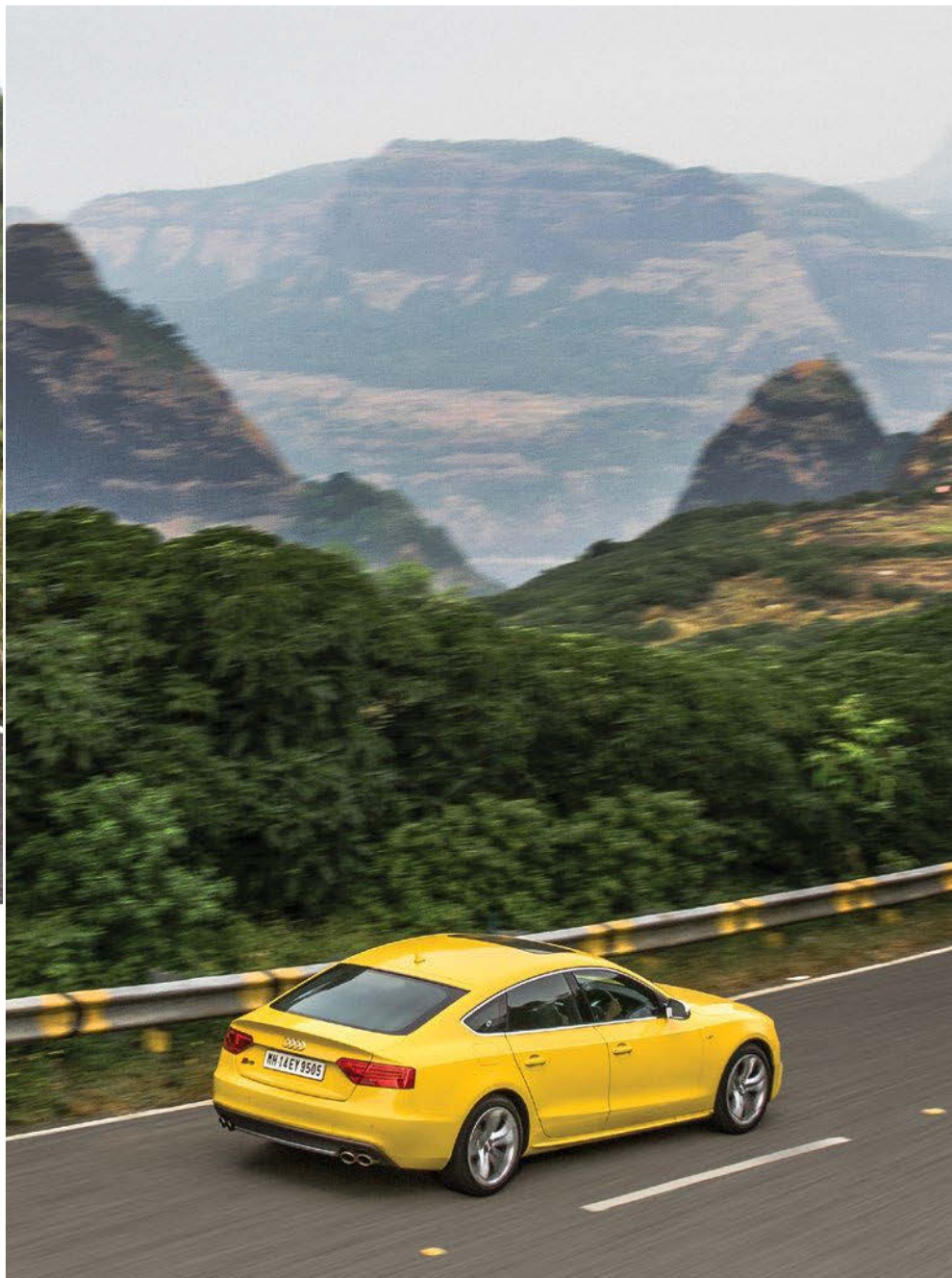
hopefully, aren't susceptible to.

However, Audi has managed to find the sweet spot between sporty and comfortable with the S5's suspension. Although it doesn't get the adjustable suspension seen in the more expensive Audis, it is stiff enough to handle the windy roads without too much roll and at the same time, soft enough to allow a comfortable ride over all the bumps and potholes.

Although the electric steering on the S5 is quite a delight to use in the city, the steering, like all electric power steerings, feels a little dead on the more windy roads. Sharp and precise, but lacking the kind of feedback a hydraulic unit would deliver.

EVERYDAY USABILITY

The S5 is a very good daily driver. It's narrower than an A4 and just 17mm longer. The S5 simply slips and slides its way through the gaps in traffic, leaving behind larger SUVs that couldn't quite manage the squeeze. The electric power steering feels quite light, and especially in Comfort mode, the car feels almost as easy as a D-segment car to manoeuvre around in the city. While on the longer highway



stretches, the artificial weighting did its job of improving confidence at higher speeds.

The 333PS engine too, is quite easy to handle in peak-hour traffic as it isn't too edgy. In Comfort mode, the car takes a deep breath and relaxes its muscles as the throttle sensitivity reduces. Audi has tried to make this V6 as efficient as possible too, with a claim of 12.28kmpl. However, I managed to average 12.1kmpl on the highway and 7.6kmpl in the city, which is definitely not bad for a supercharged 3.0-litre V6. Although, don't expect the same figures with a heavy right foot.

Another thing I quite liked about the S5

is that Audi has given it a more practical set of 18-inch wheels. This, of course, means you don't have to sit quite as far up at the edge of your seat, to keep an eye out for potholes and stones that could rip your tyre apart.

DESIGN AND STYLE

The S5 is a sharp looking car that could pass off as one of the more commonly seen Audis at first glance. Pay closer attention and you will notice that the S5 Sportback gets a new platinum-finish front grille bearing the S5 badge while the rear gets a lip spoiler and quad-exhaust



tips. The car also gets skirts all around, 'V6 T' badges on the front fenders and platinum-finish ORVMs to help differentiate it from the regular A5 model.

While the sportback design on the S5 makes it quite the looker, the downside to it is headroom, or lack thereof. I'm 6-feet tall and I barely had enough space above my head, both at the front and rear. While leg-room seemed sufficient, the placement of the accelerator and brake pedals seemed too far up front, while the dead pedal is set so far ahead that you don't even recognise it at first.

The sport seats on S5 get adjustable lumbar support and can be optioned with fine Nappa leather, but they don't quite manage to hold you in place, especially if you are of a smaller frame. The rest of the interior, however, is a nice place to be in with all the suede leather door panels, a flat-bottomed steering wheel and carbon fibre inserts.

EQUIPMENT

The S5 gets Audi's MMI integrated into a 7-inch colour display unit and a 14-speaker Bang & Olufsen sound system, with

steering mounted controls and a handful of buttons around the gear selector. The MMI is fairly simple to use and the array of buttons might seem a little disorienting at first, but give it some time and you'll get the hang of it.

In the safety department, the S5, like all German cars, is armed to the teeth. It gets eight airbags, anti-slip regulation, electronic differential lock, ESC, EBD and everything else you would expect from a car of this stature.

MY FAVOURITE PART?

That's simple — the V6 soundtrack. The turbocharged five-cylinder Audi Quattro from the 80s made quite an iconic soundtrack. In fact, it still manages to put a smile on my face every time I watch a video of the car tearing through a rally stage. It might be a little cheeky of me to say this, but the soundtrack of the S5's supercharged V6, at the more exciting end of the rev-counter, reminds me of those Quattros. Don't misunderstand me; it's a great car in a lot of other ways too, but with that howl at around 4,000rpm, it certainly makes a stronger case for itself. **OD**

2015 AUDI S5 SPORTBACK

DRIVETRAIN

Type	2,995cc supercharged petrol V6
Power	333PS@5,500-6,500rpm
Torque	440Nm@2,900-5,300rpm
Transmission	7-speed S Tronic
Valvetrain	4-valves/cylinder
Power to weight	182.97PS/tonne

CHASSIS & DIMENSIONS

Suspension F/R	MacPherson struts/multi-link
Brakes F/R	Ventilated discs/discs
Tyres(F&R)	245/40 R18
Kerb weight	1,820kg
Fuel tank capacity	61 litres
LxWxH (mm)	4718x2020x1382

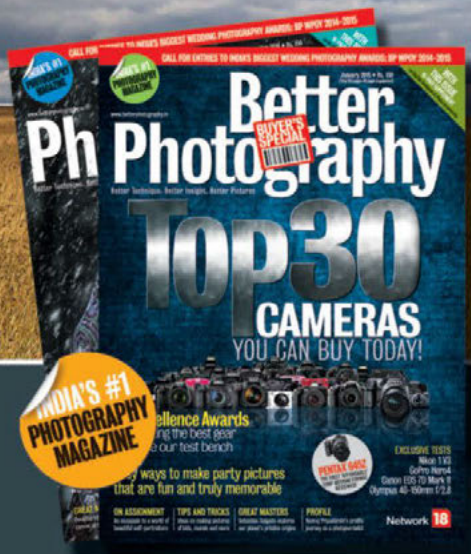
PERFORMANCE & EFFICIENCY

0-100kmph	5.1s (claimed)
Top speed	250kmph (claimed)
City/highway/overall	7.6/12.1/8.8kmpl

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Lust!

Breathtakingly good looking, Maseratis have always sold on sheer visual appeal! And this Quattroporte continues the trend

Words **Rishaad Mody** Photography **Suresh Narayanan**

In 2003, Maserati made history with what I'm convinced is one of the best looking sedans of the modern era, the fifth gen Quattroporte. 12 years down, I still get a minor aneurysm and painfully sprained neck whenever I spot one. There's no other way to describe it, it's sex on wheels. The new one uses the same recipe of long, flowing Italian heartbreak but with the nose from the stunning Gran Turismo sports car. The result is a car that makes people stop in their tracks, forget what they

were doing and momentarily reduce them to slackjawed zombies. It's rare for a car to have that effect in a city like Mumbai where flashy machines are a part of the landscape but the Quattroporte spares no bystanders. Most don't even know what it is, but they damn well know it's something special.

DESIGN AND ENGINEERING

Sitting behind the wheel, it's easy to forget just how big this car is. Stretching over 5.2m, I can think of a very few cars that are this big. But just as those subtly voluptuous

Road Test **1574**

OD Rating ★★★★★
Price ₹2.2 crore ex-Delhi

- + Gorgeous Italian lines
- + V8 power and noise
- + Luxury and space
- Very low ground clearance
- Limited dealer network





lines mask the bulk outside, the feeling is somehow replicated from within the cabin too. I remember an M5 feeling larger and more intimidating in traffic. The Italians have even managed to make it about 100kg lighter than any of its rivals with a 50:50 weight distribution. Honestly, none of that matters. I'm just transfixed by those intoxicating haunches, the delectable 20-inch wheels with their many, many spokes, that hypnotising trident badge in the long and oh-so-low nose....

It's an all consuming design, one the opulent and thoroughly luxurious cabin can't quite compete with. There's no doubt that this cabin belongs in a special, very expensive machine but it doesn't make you go gaga quite like the outsides have clearly made me. The optional leather in here is of the highest grade with minimal odour and free from pesky mosquito bites. What's the relevance of that? Apparently mosquitoes leave teeny tiny pockmarks in most leathers that us regular folk are used to. The space in the back is at S-Class levels, it's a real lounge back here and aside from reclining seats this pretty much has it all.

There's no doubt that a huge effort went into designing the Quattroporte and

engineering it into reality. But there is a sense that after they were done, the Italians passionately yelled, 'Bellissimo!', blew a few kisses at their wondrous creation and popped the champagne. When you spend time with the car you notice that it lacks some of the over-engineering that goes into similar German machines to ensure that everything works just right. It's in the small details like the fiddly steering mounted controls or the low res touchscreen that often needs a heavy jab to register an input (this is a car that debuted in 2013, a time when screens weren't quite so sharp). Or in the fact that some dials like the speedometer in metric units while others like the trip computer and climate control display in miles-per-gallon and Fahrenheit, respectively. I just couldn't figure how to switch them to easily understandable units without having to resort to a calculator to decide something simple like cabin temperature. It's almost as though the engineers said, 'since you insist, we have moved the steering wheel to the wrong side for you – don't bother about the rest, just enjoy!'

ENGINE AND PERFORMANCE

Oh, and enjoy it you will, for under the prettiness lies an engine of the highest

pedigree – a Ferrari-built, 3.8-litre V8 with two turbos! All of the motor's 530 horses are sent to the rear wheels via an 8-speed automatic. There's a choice of three driving modes and a separate button to firm up the dampers on the adaptive 'Skyhook' suspension this car came fitted with. You can't individually tailor steering, suspension, engine and exhaust settings but there is a considerable difference between the modes. Sport keeps things very taut with crisp throttle response and a more aggressive power delivery. Switch to ICE (Increased Control And Efficiency) mode and the Quattroporte suddenly feels subdued with slow responses, making it very easy to drive. Flat out performance is very impressive with a measured 4.8s run to 100kmph and a claimed top speed of 307kmph. Equally shocking is the Maserati's ravenous appetite for fuel. The best we saw all day was 12.1kmpl on the highway but that number can easily drop below 4kmpl. It was an expensive test.

The GTS is a seriously fast car but in a very polished and restrained manner. Unlike the BMW M6 Gran Coupe, there isn't the same electric response between your right foot and the rear wheels – the power is put



Plush, luxurious cabin is constructed in fine materials but doesn't quite match the beauty of the exteriors. Elegant 20-inch wheels fill the wheel arches just ahead of the trademark Maserati vents in the fender. Ferrari builds the twin turbo V8 for Maserati. It's very fast and makes all the right noises





down much more cleanly. The gearbox is also more relaxed, offering swift but not particularly brutal, kick-in-the-back style shifts. I personally love the BMW's constant and dramatic battles with the ESP but most will appreciate the way a Quattroporte GTS manages to be a ballistic but relatively civilised experience. Also worth mentioning is the incredible noise the GTS makes in Sport mode, especially from the outside. The cabin is so well insulated, you have to lower the windows to appreciate it. It's a deep, guttural roar permeated by turbo wastegate noises and screaming rubber. Fantastic!

RIDE AND HANDLING

Predictably, the GTS is stiffly sprung but it's not a deal breaker. In fact, on smooth roads I even found that the stiffer suspension setting was usable, not something most sporty cars can claim in India. It has an old school hydraulic steering rack, heavy with a decent amount of feel and feedback. However, what turns out to be this car's biggest issue is its ground clearance. Most low slung cars can handle our speedbreakers with care but the GTS scraped its belly numerous times despite gentle sideways crawling.

Show it a highway though and the GTS is in its element, feeling planted, serene and completely at ease at any speed south of 180kmph. There is much more performance

in reserve above this but you then start to feel the speed and need to focus extra hard on our unpredictable roads. In the corners, the GTS is really impressive for a car so big. It sticks to lines resolutely and can carry some serious corner speeds. But you can tell that the electronics are working extra hard to keep everything in shape.

CONCLUSION

Maserati had a rather sour experience their first time out in India thanks to Ashish Chordia. Now they're attempting to re-enter the market with a range of cars from 2013. For now Maserati has one functioning dealership in Delhi while Mumbai and Bangalore will get showrooms shortly. This is a much smaller network than rival brands like Porsche and Mercedes-AMG. But the ₹2.2 crore GTS makes up for it by being a lovely and very special car. I spent half my day staring longingly at it, urging Suresh to shoot more just so I could buy a little more time to gaze at the thing. It's so dominated by its good looks that things like performance and luxury tend to fade into the background. Besides which, most owners will spend a majority of time in the back seat, a place where comfort and luxury outweighs power and noise. Which makes the ₹1.5 crore diesel Quattroporte with its better ride height and softer suspension more appealing. [OD](#)

MASERATI QUATTROPORTE GTS

DRIVETRAIN

Type	3799cc V8 twin turbo
Power	530PS@6,500-6,800rpm
Torque	710Nm@2,250-3,500rpm
Transmission	8-speed automatic
Valvetrain	4-valves/cylinder
Power to weight	279PS/tonne

CHASSIS & DIMENSIONS

Suspension F/R	Adaptive
Brakes F/R	Ventilated discs
Tyres(F&R)	245/40 R20 & 285/35 R20
Kerb weight	1,900kg
Fuel tank capacity	80 litres
LxWxH(mm)	5262x1948x1481

PERFORMANCE & EFFICIENCY

0-100kmph	4.8s
Top speed	307kmph (claimed)
City/highway/overall	4.8/12.1/6.5kmpl

PRICE: ₹2.2 CRORE EX-DELHI

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OD Rating **★★★★★**
 Price ₹2.25 crore estd. ex-showroom

- + Grip and dynamic capabilities
- + Wide spectrum of V8 sounds
- + Steering precision and feedback
- + Cabin space
- Switchgear and gear selector ergonomics
- Limited seat bolstering adjustments

Solaris

It's a new dawn. Here's a three-pointed star that chooses outright performance over luxury

Words **Rohit Paradkar** Photography **Suresh Narayanan**

The alarm rang at 4am. Suresh wanted me to meet him on the highway at five. He had identified a spot on one of our favourite mountain roads and wanted to reach there before sunrise – in time to frame the AMG GT S and the rising ball of fire on the horizon. While he was setting up the frame, a mild growl echoed through the valley. Even at a distance and out of sight, you could tell a car was coming up... fast... all cylinders firing! And as it emerged through the tree cover on the winding roads, I felt my knees go weak as if this was my first sportscar experience. Everything felt right with the world! It could have been the orange sky making the AMG GT S look like a drop of the sun, rolling down the road, or the 'solarbeam' shade creating a lively contrast against the green cover. This day was going to be bright, it was going to be fun!

DESIGN & STYLING

The new age of Mercedes-Benz designs look good with their curvaceous forms and organic themes. But that form moulds itself better to a roadster than the sedans and the SUVs. Having begun life as a baby-SLS, the GT does a great job of grafting the SLS roots with Merc's current design philosophy. The shape and size of the grille, the long bonnet and the narrow glass house are much like the discontinued flagship supercar. But the organic theme makes the bold wheel arches and the

curvaceous rump take visual precedence over everything else.

The little chrome diamonds in the grille lost in between those LED-laden eyes and the bright bodywork are utterly gorgeous. The large windshields merge seamlessly with the panoramic roof to rival the Targa effect. The trade off is conventionally hinged doors unlike the gull-wings on the SLS. So no more pulling off ligaments in your arm and back if you are under six-feet tall. Black wheels are as good as standard on the more hardcore AMGs of recent times and this new baby gets similar treatment, though you can choose the less dramatic options as well.

The GT has a smaller footprint than the SLS, which puts its shape and size in the category of the 911 and the F-type coupé. But it manages to have a distinctive design that mates a muscle car look to a focussed sportscar one. It also has minimalist design for its vents, creases and lines. In fact, the simplicity of its design is what makes the GT gorgeous.

DRIVETRAIN & PERFORMANCE

The GT is pure petrol propulsion but in a departure from convention, the AMG GT S chucks the naturally aspirated engine for one with forced induction. It runs the new 4.0-litre biturbo V8 from the W205 C 63 AMG. Like AMG's recent championship-winning F1 engines, the turbines and exhaust headers are mounted between the cylinder banks to reduce the time taken for



the exhaust gases to travel from the ports to the intake charger. The result is power on tap with linear acceleration – flat out or roll on. Sadly, there are no wastegate wheezes or power surges that are typical to turbocharged supercars. I wouldn't mind a few whistles like the CLA 45.

The AMG GT gets launch control as well, though the procedure isn't as simple as in a Porsche. You need to engage the Race Mode, position the steering wheel to its centre position, then depress the brake pedal firmly with the left foot and pull in both the paddle shifters. If you have done everything right and if the conditions seem favourable to the car, the launch control will be made available. You can then activate it by letting go of the shifter paddles and then pulling in the upshift paddle. Once activated, the car will ask you to depress the accelerator firmly and letting go of the brake pedal will rocket the car ahead. With launch control, the GT can manage the nought to 100kmph sprint

in a sensational 3.8s. We managed 4.0s and the sprint is quite dramatic. The idea of the launch control is also to minimise wheelspin and while it does that job well, the GT squirms a bit when it catapults itself and that certainly massages your need for speed. In fact, in our test car, every time I would subject the car to hard acceleration, the fabric screen for the panoramic roof would slide back a couple of inches!

The GT in the S tune gets an output of 510PS and 650Nm compared to the regular GT's 460PS/600Nm tune. The GT S can achieve a top speed closer to the 310kmph mark in its stock guise. I doubt if you can achieve the latter even on the back straight of the Buddh International Circuit though. You can give it a try if you are willing to put the brakes to test. Our car came with bronze brake callipers, which indicate that it uses the optional carbon ceramic brakes. The S gets 401mm and 360mm cross-drilled ventilated discs at the front and rear, respectively. They come into their

zone only upon warming up, but once they do, they drop the anchors quickly and progressively. Like its acceleration, the GT's deceleration has a bit of drama too and the rear tends to fishtail a bit when braking hard from high triple digit speeds.

CHASSIS & DYNAMICS

The chassis setup is simply amazing. The spaceframe uses aluminium alloys for a lightweight construction while certain steel components ensure rigidity and endurance. The wheels are aluminium too. The aforementioned brakes and the carbon fibre driveshaft drop weight further. The driveshaft weighs about 4kg, which otherwise weighs about 8-12kg for similar front-mid engined or rear wheel drive cars. The lightness of the components is evident in the way the AMG GT moves. It feels light and agile on its feet, with lightning quick reflexes. The steering has a big role in imparting that feeling. In fact, it feels so unbelievably light you might get a sense of





The GT can be easily mistaken for a SLS AMG replacement, but it isn't – it is a segment lower. The turbocharged V8 redlines at 7000rpm. The 7s gearbox is quick to upshift, a tad slow to downshift. The gloss colours come with ceramic bits in the lacquer to reduce possibility of blemishes. The Targa effect roof makes the cabin feel roomier and in fact, it is quite roomy for this class. Seats need better bolstering customisability



vagueness the first time you use it. Get used to that feeling though and you will soon realise how inch perfect it is. The steering also gains weight progressively as the speed or the input increases so at speeds, the directness is sharper and more pronounced.

This car can catch you unawares, given the combination of those lightning quick throttle and steering responses. You don't want to be fooling around in urban conditions, so trust me, you want to stay alert. The length of the GT's hood needs getting used to, to carefully manoeuvre the car in city. The flared wheel arches and the hump in the bonnet do act like aids to help you judge the length and corners of the nose, but the narrow glasshouse means that the A-pillar rakes diagonally inward towards the driver. It is slim and doesn't hinder

visibility when driving on the track but in city conditions, you need to keep an eye out.

AMG has given this car a 47-53 per cent front-rear weight distribution. While the engine has active mounts that adapt damping in a fraction of a second, the suspension adjusts itself on the fly depending on the characteristics of the road (slightly slow to adapt as it relies on the feedback from the road surface and doesn't get the advanced gadgetry of the radar-based road mapping in India). The result is that the GT has minimal body roll or nose dive. In the larger scheme of things, this means that the car can maintain better traction out of corners or under acceleration without the electronic assists having to kick in often.

500 horses isn't a joke, but the GT's

breed is good-humoured and can play along well when you decide to have fun. The engine, chassis, suspension and gearbox can be altered for response and feedback through Comfort, Sport and Race modes. Activate the Sport handling and the rear end will allow a certain degree of slip on the tyres when you cane the throttle hard. The road hugging nature of the car lets you remain in control unless you do something extremely stupid. Switch to Race Mode and you will be amazed at how stiff the suspension gets, taking the handling characteristics to more extreme levels. The steering feedback is precise throughout all the modes, but the sportier modes make it more communicative.

The trade off of the stiffer setup is that you feel and hear jitters in the cabin on





every rut or pebble the wheels go over. But none of it unsettles the car as the electronics iron out all the shocks that can upset the dynamics. And that is pleasantly surprising – since this is one three-pointed star that firmly chooses dynamics over comfort. Get the S 63 coupé if you want it the other way round. The GT is a rear wheel-driven car, there is hardly any unexpected understeer of any sort. It loves to wag its tail too, just that little bit to prevent itself from becoming too serious like a Porsche. But an untamed cat like the F-type it certainly isn't. AMG seem to have achieved that golden balance between the two.

It isn't a maniac like the SLS, that wants to eat its own tyres and I miss that nature on this baby. But like the SLS, it feels alive. So alive, in fact, that it even has moods for its engine sounds – little purrs at slow speeds and ferocious roars when it is excited.

FEATURES & CONVENIENCE

The GT's cabin is a mix of the SLS AMG and S-Class' design themes. The tunnel console gets the push button starter and switches for toggling the suspension, gearbox, and engine responses and they are laid out in a fashion similar to the SLS. Meanwhile, the dashboard fascia draws inspiration from the S and creates a snug wraparound effect for the driver. I was amazed at how the elegant dashboard of the S-Class can look so sinister and sporty in the S 63 AMG coupé by simply changing the colours and textures of the fascia. The AMG GT takes that to a whole new level. The lacquered carbon fibre bits gel superbly with the satin finish of the metal inserts. The subtle inclusion of Alcantara adds more class. I did not like the lighter shade of leather upholstery that was used in our tester as it was already soiled. But the upholstery can be customised and I would select the black Nappa instead with yellow stitching.

The sportily-bolstered seats fit quite well, but adjustable or active bolstering could have been more welcome, especially given my waistline! The electrical adjustments for the seats are at the base unlike the Mercedes-typical placement on the door. No matter what your seating position, the gear selector can be a tad difficult to reach as it is set quite far backward. It isn't a big deal when you have to make gear selections only a couple of times on your drive, but can get quite cumbersome in tight parking spots or while making three-point manoeuvres. But save for this little ergonomic issue, if

2016 MERCEDES-AMG GT S

DRIVETRAIN

Type	3982cc biturbo V8 petrol
Power	510PS@6,250rpm
Torque	650Nm@1,750-4,750rpm
Transmission	7-speed dual clutch
Valvetrain	4 valves per cylinder
Power to weight	310PS/tonne

CHASSIS & DIMENSIONS

Suspension F/R	Adaptive Suspension with electronically controlled damping
Brakes F/R	401mm discs / 360mm ventilated discs
Tyres (F&R)	265/35-ZR19 & 295/30-ZR20
Kerb weight	1,645kg
Fuel tank capacity	65 litres
LxWxH (mm)	4546x1939x1288

PERFORMANCE & EFFICIENCY

0-100kmph	4.0s (tested)
Top speed	268kmph (tested)
City/highway/overall	2.7/4.4/2.3.0kmpl

PRICE: ₹2.25 CRORE (EX-SHOWROOM ESTIMATED)

you will, the cabin of the GT is one of the most roomy and plush designs you will come across in this segment.

Behind the seats is the gearbox unit and the rear axle. Its compact construction allows a hatchback-equivalent boot that can take an entire golf kit or a weekend's worth of luggage. At the front, the engine sits rather close to the ground, thanks to its dry sump that does away with the oil pan. Its low-set mounting drops the centre of gravity to lend the GT with better ground-hugging characteristics. And it works! A hump in our regular testing road, which I generally take at less than 80kmph to avoid unsettling the car, seemed harmless to the GT even at triple digit speeds.

Overall, the AMG GT is a car that you can connect with in just a few minutes behind the wheel. Having said that, it is not as easy a car to drive everyday as a Porsche. It's meant for special occasions, like when you'd like to wake the neighborhood! Its bright and blazing hot, and not just because our test car came in that shade of yellow. I think the AMG GT is so lively, it deserves a name. 'GT' sounds like a mere classification. I would call it Solaris. A drop of the rising sun! 



This means WAR!

The Indian market has warmed up to the concept of a premium hatchback and Maruti wants to go straight to the top with the brand new Baleno

Words **Rishaad Mody** Photography **Ishaan Bhataiya**



No one understands the appeal of a large and luxurious hatchback better than the average big city dweller. There's just no space on our roads and driving a big car seems a daunting and unpleasant task in the urban jungle. That's where the premium hatch steps in, offering all the luxury and toys from more expensive cars with a city-friendly form factor while still being large enough for a small family. We've lined up three cars here that offer exactly that recipe of convenience, practicality and luxury, each at the ₹10 lakh price point. The Elite i20 has been dominating the segment for a while but Honda's Jazz has been selling well while the brand new Baleno aims straight at the Hyundai's crown.

DESIGN AND STYLE

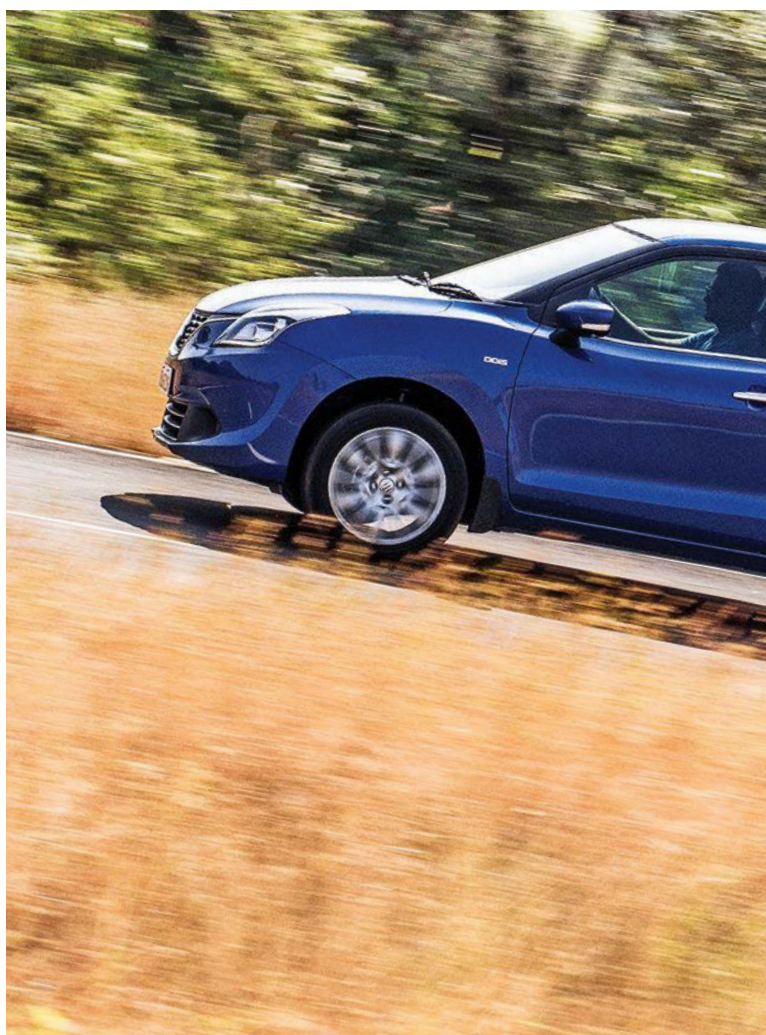
The Baleno has a striking design, I see a bit of Mercedes in there (SLS-inspired headlamps and a swoopy A-Class-like boot). This is the only car to offer projector headlamps and they have a strong throw of light while the daytime running lamps are an eye-catching touch. There's a lovely flow to the window line along the side and the rear looks rather sporty. The only eyesore to me is the chrome finish on the tiny lip spoiler on the boot. This is otherwise a very handsome design that grows on you considerably. The windows on the top model get a tint that works well but tends to attract cops who assume it's an illegal aftermarket addition. The dashboard layout follows Maruti's new liquid flow theme seen on the outside



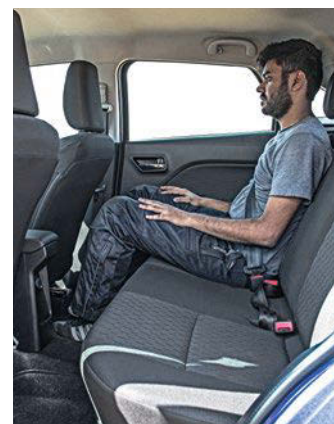
and seems inspired by the grille. It's simple but well executed and is dominated by a big central touchscreen which now supports Apple CarPlay. Android Auto support is planned for the near future. This is the only car to feature an auto-dimming inside rearview mirror, a very useful feature. The instrument cluster gets a full-colour readout for the multi-information display. It looks rich and even has a separate menu for torque and power outputs aside from the regular fuel consumption, trip and driving time data.

The Baleno has a very spacious cabin. It has the widest rear seat and very generous kneeroom. The sloping roofline eats into headroom a bit but anyone below six feet should be comfortable. Rear passengers have access to a charging point but there is no AC vent. The 339-litre boot is large but deep and not as easy to load as the Honda's. Overall quality feels good and the Baleno feels more premium than the Ciaz.

The Jazz is the more youthful, extroverted design here, especially in a bright colour. It has an aggressive face, strong character lines across the side and I really like what Honda has done with the tail lamps. The interiors are reminiscent of the City and are smartly executed with the top end variant getting a large touchscreen display which sits above a classy touchscreen panel for the aircon controls. The car we had for test was the second highest V variant which doesn't get the large touchscreen or Jazz's famed magic rear seats that offer a lot of flexibility to open up the rear loading space. However, the touchscreen unit is similar to the one in the Mobilio and feels aftermarket and not quite as crisp as we'd like. The smaller unit in the V grade offers more ways of viewing the rearview



The Baleno dashboard looks simple but elegant and well built. The dials have a crisp colour MID display. It runs the well-known MultiJet diesel in 75PS guise. The 90PS version would have been nice but this motor gets the job done. The boot isn't much smaller than the Jazz but is very deep and not as easy to load. It has nearly as much kneeroom as the Jazz but is wider. Headroom is a bit cramped though





camera, allowing you to zoom in or view a wide angle. No magic seats also means no 60:40 rear splitting seats.

The Jazz is the most spacious car here, with the most rear knee room and a very large 354-litre boot that has a wide aperture, making it easy to load. It doesn't have a rear AC vent or charging point or even a front armrest. Instead, the car is full of storage spaces and like the other two, it has spacious door pockets that can hold a 1-litre water bottle. In typical Honda fashion, the seats feel flat and lack under-thigh support and I also found the front headrests are angled a little too far forward for comfort. The materials used in the cabin feel nice to the touch but our test car, which hadn't run a lot of miles was rattling at a couple of places in the dashboard. You get accustomed to it, but this is a slightly less comfy and well-specced cabin.

The Elite i20 has been around for a while now but it still cuts a very chic and European shape. Inside, it's the i20 that feels the most premium. You'll read the same thing with the Eon in the Renault Kwid comparo on page 80. Hyundai consistently manages to provide a level of quality with its materials that very few manufacturers can match at similar price points. The i20 has some nice features like a cooled glovebox and rear aircon vents. In isolation, the i20 has a reasonably spacious cabin, but it is simply outdone by the other two in rear seat space and comfort. Even the boot is a considerably smaller 285 litres. I have another

grouse with the top end Asta(O) trim here. This car gets the new touchscreen infotainment system which works fairly well. The issue is that since it displays feed from the rearview camera, the company has dropped the electrochromatic rearview mirror which used to do the same job. That makes the day/night function manually adjustable while the lower Asta trim and even the top Grand i10 and Xcent models get an auto-dimming function. Quite regressive that.

ENGINES AND PERFORMANCE

On paper, this is where the Baleno slips – the same old Multijet workhorse with just five gears and not even the 90PS version. This engine is starting to feel its age and can sound rough and loud in some cars. The good news is that the Baleno has some of the best noise insulation we have experienced in a Maruti product and NVH levels aren't the problem I anticipated. Mainly, however, the question arises whether 75PS is good enough value in a ₹10 lakh hatchback. Let's consider the numbers – a 13.2s run to 100kmph makes it 0.7s and 1.8s slower than the Hyundai and the Honda, respectively. That's not a very large gap and it's mainly down to the brilliant engineering that has gone into the platform. The fully specced diesel Baleno weighs just 985kg, 100kg less than the Swift. Adding 'lightness' as Colin Chapman so fondly called it is the biggest favour you can do to an automobile. It's why the Baleno isn't far off on performance



and also why it offers a very commendable 18.7kmpl. At town speeds, the Baleno is a very easy car to pilot, feeling tractable and always having enough grunt on hand. On the highway, it pulls convincingly to 140kmph but beyond that, it starts to drop back. A sixth gear would have been nice to keep engine speeds lower on the highway but the five speeder offers clean, precise throws and well spread ratios. All told, the Baleno cannot match the Jazz's sheer punch but it offers adequate performance that doesn't leave you feeling shortchanged.

The Jazz on the other hand has a very potent engine. The 1.5-litre engine that debuted in the Amaze was renowned for its torque delivery and this one doesn't disappoint. In fact, the six-speed gearbox matches it better and Honda has improved power delivery as well. Where the old engine used to explode into life at 2,000rpm, the new one feels more linear with a stronger bottom end. The 4,000rpm redline still feels too low but the crisp gear throw means you'll enjoy changing gears. Predictably, the Jazz was the quickest, taking a brisk 11.4 seconds to 100kmph while its top speed of 170kmph is a smidge higher than the Baleno and identical to the Hyundai. The Honda engine also proves to be very efficient thanks to the strong bottom end torque which reduces the need for downshifts. Its overall efficiency figure of 19.8kmpl is very impressive. However, regardless of the figures, the Jazz is let down by its gruff and loud engine note that is apparent at all speeds. It is less

refined than the Hyundai and the Maruti, despite the significantly improved NVH levels over the Brio family

Where the Jazz falters, the Hyundai shines. The Koreans make some of the most refined small diesel engines in the market today. The 1.4-litre motor in the i20 is quiet enough to pass off as an engine from a much more expensive German luxury car. It's smooth and surprisingly rev happy. Rowing through the ultra light and slick six-speed gearbox, we managed a 12.5 run to 100kmph which is right in between the two. The downside with this '*mala!*' nature as Halley puts it is that the engine lacks bottom end grunt – ironic, given that the i20 produces the most torque on paper. It likes being revved and feels weak at low revs, probably why it is the least efficient at 18kmpl. I really enjoyed the i20 on the highway because its cabin stays quiet at high speeds but I'd rather be in the torquier-feeling Baleno or Jazz in city traffic.

RIDE AND HANDLING

Maruti hasn't given us an exciting handler since the 2011 Swift. With the lightweight new Baleno platform, I was hoping we'd have another firecracker but the company appears to have saved that for the upcoming 2017 Swift. The Baleno has been tuned for comfort and has a plush and absorptive ride quality. It feels better set-up than the Ciaz but when you start to get on it in the corners, the Baleno feels soft and begins to understeer. The steering on the



car is fairly direct and feels a little heavier than the other two, but in a good way. It gives the driver some feedback but doesn't feel unnecessarily heavy in traffic. I was impressed with the Baleno's straightline stability – it feels planted at speeds and in no way comes across as light or flighty. Road and wind noise is well insulated from the cabin, better so than the Jazz. A driver's car this is not but it is refined, comfortable and reasonably capable.

The Jazz follows in a similar fashion to the Baleno. It has good ride quality and its main intention is to keep its passengers comfortable. You get the sense that the Jazz has a more capable chassis than the Baleno but its smaller 175-section 15-inch Michelin Energy tyres are designed for low rolling resistance and better mileage. The result is a car that begins to squeal and understeer in the corners as you approach the limit. Upgrade the tyres and the Jazz should be a considerably better handler, perhaps at the cost of some fuel efficiency. The Jazz isn't an exceptional driver's car, just like the Baleno, but it's not as comfortable because of the road and wind noise that tends to seep in at speeds. Still, it's a very big step ahead from the loud cabins in the Brio family.

It sounds almost strange to say this but the Hyundai is the most dynamic car here. The i20 chassis is set up a little stiffer than the other two but the small sacrifice made in ride comfort is offset by the gains on a winding road. The i20 hugs the road much more resolutely, it has much less body roll and despite the fact that it runs the same sized Apollo Alnac tyres as the Baleno, it is much more resistant to understeer. The difference is in the way the chassis

The Elite i20 has the best looking and highest quality interior. Hyundai's 1.4-litre diesel is highly refined and quite rev happy, but it doesn't have the same bottom end tractability. The boot is considerably smaller in comparison but easily accessible and with no suspension tower intrusions. Decent space at the rear but the i20 is outsized in this company. Rear aircon vent is a nice touch





The Honda Jazz has a nicely designed interior that is inspired by the City and comes with plenty of storage spaces. The Earth Dreams engine is the most powerful and also the most efficient. But it is also the loudest and feels the least refined. 354-litre boot is the largest on test. The Jazz scores with the maximum rear kneeroom but the seats are flat and not quite as supportive as the competition





ROAD TEST NO. 1576-1578	Hyundai Elite i20 Asta (O) ★★★★☆	Honda Jazz V ★★★★☆	Maruti Suzuki Baleno Alpha ★★★★★
ELITE I20 CRDI vs JAZZ I-DTEC vs BALENO DDIS			
ENGINE			WINNER
Type	Inline four-cylinder, turbodiesel	Inline four-cylinder, turbodiesel	Inline four-cylinder, turbodiesel
Engine capacity(cc)	1,396	1,498	1,248
Valvetrain	DOHC	DOHC	DOHC
Max power	90PS@4,000rpm	100PS@3,600rpm	75PS@4,000rpm
Max torque	220Nm@1,500-2,750rpm	200Nm@1,750rpm	190Nm@2,000rpm
UNDERPINNINGS			
Suspension (F)	MacPherson strut with coil springs	MacPherson strut with coil springs	MacPherson strut with coil springs
Suspension (R)	Torsion beam	Torsion beam	Torsion beam
Brakes (Front/Rear)	Disc/drum	Disc/drum	Disc/drum
Tyres	195/55 R16	175/55 R15	195/55 R16
PERFORMANCE			
0-100kmph	12.5s	11.4s	13.2s
Top speed	170kmph	170kmph	168kmph
FUEL EFFICIENCY			
Highway(kmpl)	25.6	26.8	27.4
City (kmpl)	15.4	17.4	15.8
Overall (kmpl)	18	19.8	18.7
GENERAL DATA			
LxWxH(mm)	3,985x1,734x1,505	3,955x1,694x1,544	3,995x1,745x1,500
Wheelbase(mm)	2,570	2,530	2,520
PRICE (ON-ROAD MUMBAI)	₹10.19 lakh	₹9.83 lakh	₹9.88 lakh

has been set up. However, what holds this back from being a real driver's car is the perennial Hyundai stumbling block – light and lifeless steering. It's a big step ahead from the older Hyundais and feels reasonable in isolation. But compared with the other two electrically assisted systems, the i20's steering feels like a Playstation controller on the limit and offers next to no feedback. That and the super slick gearbox take getting used to and detract from what is otherwise a surprisingly involving driving experience.

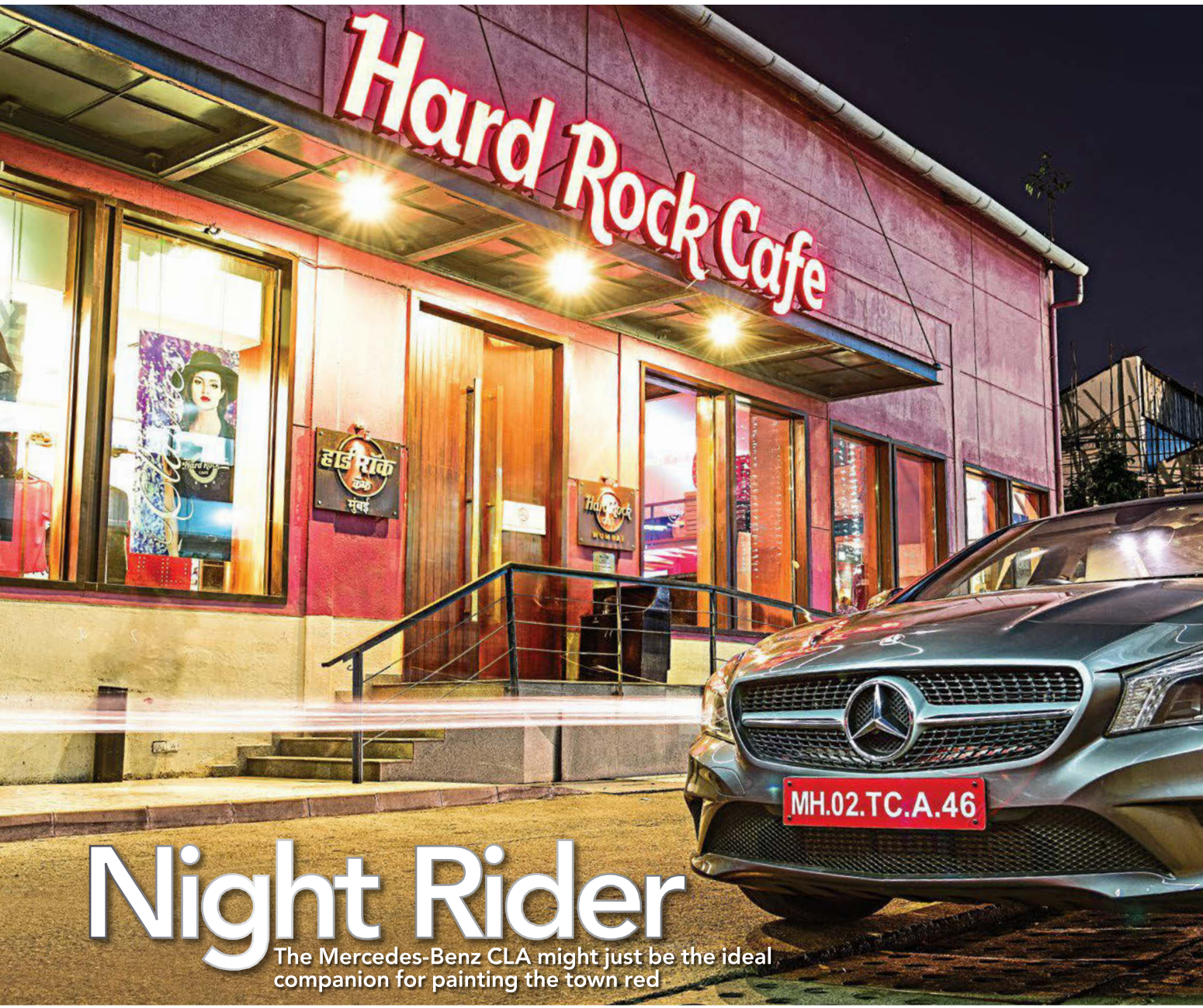
CONCLUSION

Choosing between these cars is quite difficult. They're closely matched and you could walk into any of the three showrooms and drive out a happy owner. All three are well-specced with features like ABS and twin airbags, climate control, touchscreen entertainment and even navigation but some are better than others in certain areas. In the quest for a conclusive end to this comparison, we shall start with the Jazz. The Honda appeals with its spacious cabin and powerful motor. It's the choice here if cabin and luggage space is your absolute priority and its funky design will charm the younger demographic. But the Honda loses out in terms of refinement and it has the least features. Also, at ₹10.42 lakh (all prices on-road Mumbai), the top end Jazz with magic seats and the large infotainment screen is nearly ₹50,000 more than the Baleno, a premium it can't justify other than the fact that it is a Honda. The lower V variant we

have is priced on par with the top end Baleno.

Then we come to the ₹10.19 lakh Elite i20. I'm a fan of the Hyundai's super smooth engine and excellent NVH characteristics. It is well specced with features like a twin rear AC vent, a cooled glovebox and auto headlamps but it loses out on cabin space and boot volume. The driving experience is polarising, some may love the handling edge but others may not be able to come to grips with the steering feel. It's a very nice car but simply doesn't offer the best value any more.

Finally, the Baleno. I thought the engine would be a deal breaker but after having spent a week with the car, I'm confident the Baleno can carry itself well in this company. It scores with a very spacious cabin which is very nearly on par with the Jazz. What started with the S-Cross now continues with the Baleno – Maruti is giving you the richest feature set in the segment. The Baleno is the only one here with height adjustable seatbelts and has ABS and airbags standard across the range, which is a huge plus point. It also gets those excellent automatic projector headlamps and a crisp full-colour multi information display as well as the touchscreen infotainment display that supports Apple CarPlay. And then there's those unique, head turning looks. Most of all, Maruti has learnt from the S-Cross and the ₹9.88 lakh Baleno presents a Nexa experience that doesn't cost an unreasonable amount of money. The Baleno is our new king of the premium hatch segment. **OD**



Night Rider

The Mercedes-Benz CLA might just be the ideal companion for painting the town red

Mumbai. It's widely gaining repute as the city that never sleeps. And as with any city that never sleeps, the night owls need places to hang out. And it cannot just be any other regular place. Music, food, drinks and good company. This is the combination that they look for. And in Mumbai, there is no dearth of these.

Take the Hard Rock Cafe for example. With branches in almost every corner of the world, it is also one of the brands that has the largest global presence. It is the kind of place that has its roots firmly planted in the rich history of music. Of late, it has become the place to get your dose of great food and

great music in an ambience that is unmatched. And with a legacy spanning decades, the Hard Rock Cafe is one of the most recognisable brands in the world. Much like the three-pointed star.

Mercedes-Benz have been at the cutting edge of automotive technology for almost as long as the automobile industry has been alive. Year after year, they have maintained and even outdone their tradition of manufacturing flawless feats of engineering. From Karl Benz's first petrol car to making the best car in the world – the S-Class – Mercedes-Benz have proven to be the best there is when it comes to automotive engineering.



Photo Courtesy: Gaurav Sawh

One of their most recent creations is the lovely CLA. With the CLA, they created their first front-wheel driven sedan and proved that they are not a company that shies away from taking risks.

With a design that makes heads turn everywhere it goes and a cabin packed to the hilt with the best features, it is one of the best premium compact sedans in the market today. It is the perfect mix of good looks and performance, making it the ideal car for the denizens of the dark to hit the town with. So if you're about to set the night alight, you know what you need to be driving. Just remember to drink responsibly.





Kwid's play

The small car segment just got a little more crowded. Time to thin the herd...

Words **Ashok George** Photography **Ishaan Bhataiya**





Come on, admit it. The moment you saw the Kwid being launched, you knew that a comparo was inevitable. Every day since the launch, we have been bombarded by queries about how the Kwid stacks up against its closest rivals. Of course, since we love our readers so much, we decided to go and find out. But hold on. The competitors in this test aren't exactly the round pegs for round holes that you might expect. We chose the Hyundai Eon (1.0-litre), Maruti Suzuki Alto K10 AT and the Datsun Go for this slugfest. Our premise was this - with the all-new design and the amount of features that the Kwid packs in, it is punching above its weight. So the question becomes whether it is worth spending almost ₹50,000 more for some extra displacement and an AMT (in the Alto). Let's find out...

DESIGN AND STYLING

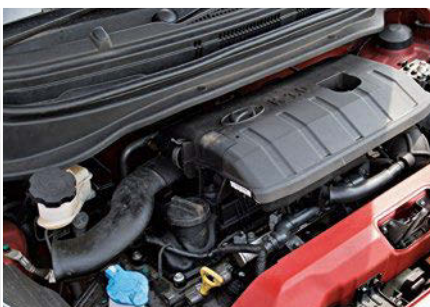
There are no two ways about this. At first glance, the Kwid is the best looking car from among the four. It looks aggressive and bold contrary to the conventional cute ensemble the others wear. All the other cars now look a little dated. Mind you, they aren't bad looking cars. It's just that they've been around so long that we've gotten bored of seeing them. Except for the Datsun Go. If you ask me, the car has always looked like a mouse and it still does. This is not to say that the Kwid is without faults. For all its bulky haunches and rugged looks, there is one place where all the toughness falls flat - the wheels. The skinny tyres on those small wheels look completely disproportionate to the rest of the car. Also, when you start looking at the Kwid closely, you notice the reasons for that low price. There is a lot of cost cutting that has gone into it. The black side cladding, for example, is not actual plastic. Instead, it is a black sticker. The Alto on the other hand has never had this issue of feeling cheap. The problem with the Alto always was and still is that it looks a bit too boxy for my liking. Finally, the Eon. While it has become a bit



The Kwid interior looks the nicest of the lot, but the lack of durability lets it down. It offers sufficient room for rear passengers, but isn't as much the Go. With 54PS and 72Nm, the 799cc engine is the smallest and least powerful here. The segment-first touchscreen infotainment system is the same one seen in the Duster and Lodgy



The Eon certainly offers more kneeroom than the Kwid, making it the second best after the Go. The interior is smartly laid out with sturdy materials, making it a nice place to be in. The centre console is the most appealing one here, with its neat design. The 998cc engine producing 68PS and 94Nm, makes the Eon the quickest car of the lot





The Go offers the most kneeroom and headroom in this comparison, but that certainly doesn't help you forget about the extremely sketchy cabin. The interior feels very half done, and is definitely the worst of the lot. Although the biggest engine here, the short gear ratios sap the power out at higher speeds





too familiar over the years, it is still a smart looking car. The quality of materials is good and doesn't seem cheap at all.

This quality is carried over to the insides of the Eon as well. The cabin is smartly designed and it is a pleasant place to be in. The materials are sturdy and they don't feel like they will break if you use a strong hand. The Alto too feels quite sturdily built. It might not be as nice looking as the Eon, but it has everything you will need. The Kwid has one of the nicest interiors of the lot. It has a compact steering wheel and the most high-end infotainment system among all the cars. The one problem that it has is that the materials aren't all that durable. The aircon vents are quite fidgety and sometimes don't open or close. The top glove box has a latch that doesn't close very well and in the process of getting it to shut, we even managed to break it. But all this fades in comparison to the barren desert that is the Go's interior. I've really not understood why the Datsun's interiors are such rubbish. And now with the arrival of the Kwid, this is even more obvious. The bench seat at the front reminds of an old Fiat taxi and the on-dash handbrake lever just makes the entire cabin feel more like an old Qualis. It also irritatingly digs into your left knee.

Even when you consider the Go being the most spacious for the rear passengers, the cabin still disappoints. The Alto is the worst off for the rear passengers. The Kwid isn't all that bad, but the Eon and Go are much better off.

When you put all of this together, it is the Renault and the Hyundai that stand head to head at the top, followed by the Alto with the Go trailing far behind.

ENGINES AND PERFORMANCE

In terms of sheer numbers, the Kwid has the biggest handicap here. While the other cars have at least a 998cc engine, the little Renault only gets a 799cc, three-cylinder motor that makes 54PS and 72Nm of torque. In comparison, the Alto's



Although the AMT does take the fun out of the Maruti's engine, it's certainly a boon in the city. The interior is not as well designed as the Eon, it has all the essentials with a sturdy build. The Alto offers the worst rear passenger space, with very hardly any kneeroom. The manual Alto K10 is actually a pretty quick car, but the AMT really bogs the car down



998cc motor makes 68PS and 90Nm while the Eon's 998cc engine makes 68PS and 94Nm. The Go, though, is in a league of its own with an 1198cc motor that makes 67PS and 104Nm of torque. However, despite this advantage in displacement, the Go is still unable to outrun the Eon in the sprint to 100kmph. The Datsun does it in 13.4 seconds while the Eon does it in 13.2 seconds. The 200cc that is missing from the Kwid makes it capable of only 16.4 seconds to 100 kmph. Meanwhile, thanks to the slow shifting AMT, the Alto can only do 15.5 seconds.

A lot of the way these cars behave under hard acceleration has to do with their gearing. The Go should, theoretically, be the quickest of the lot. But thanks to the really short gearing, the car gains speed quickly from standstill, but loses steam once it crosses around 80kmph. This also means that out on the highways, the Go feels out of breath. The engine also isn't very well isolated from the cabin. This means that at high speeds, the cabin can get rather loud. The Eon on the other hand is so well geared that there is strong acceleration in all the gears. It doesn't strain to hold highway speeds and while initial acceleration is slightly lesser than the Go, it starts gaining velocity very quickly once it gets moving. With the additional 200cc that the Eon gains over its 800cc sibling, it also gets an advantage – refinement. In comparison to the smaller motor, the 1.0-litre engine feels a lot more at peace despite being a three-cylinder.

The Alto K10 is inherently a pretty quick car. But the AMT is aimed at delivering convenience while driving in the city rather than outright performance. This means that it isn't exactly the most exciting car to drive fast. It loses out on acceleration thanks to the excruciatingly long shifting delays. The engine is also really whiny at high speeds. But all that aside, there is just no denying the sheer convenience of an automatic in the city.

Then there's the Kwid. In the company of these larger engines, the Kwid's motor is just not able to keep up. When you step out of any of the other three cars and step into the Kwid, you will immediately notice the lack of punch. This is not a car that you want to take to the drag strip with the rest of this lot. Everytime we launched the cars together, the Kwid just got left behind in the dust.

However, there is one advantage that the smaller engine has over the rest of the cars – efficiency. The Kwid redeems itself as the most efficient of all the cars in this test, with an overall fuel economy of 19.4kmpl. The Datsun Go is next with an overall figure of 18.4kmpl. Alto K10 comes third with its 17.3kmpl while the Hyundai Eon came last with 16.9kmpl. However, we noticed that the Go's efficiency tends to drop a lot faster than the others when you pick up the pace

RIDE AND HANDLING

All the cars here are built the same way. They are all steel monocoques with a MacPherson strut setup in front and a torsion beam with coil springs at the rear. But the way each of the cars is set up is a bit different. The common factor in most cars in this segment is that they all feel super light and flimsy. They all seem like they are always on the edge of traction and have EPS systems that have been engineered to reduce driving fatigue in the city. This means that all of them are light steering, zero effort cars. But when you look at them closely, differences do emerge.

In terms of stiffness, the four cars are similar to each other. They are all sprung towards the softer side of the spectrum. The Kwid, though, is the worst of the lot. It is so softly sprung that it crashes through everything in sight. The steering is so light that you need the hands of a surgeon to make precise steering inputs. The same goes for the Go, only you can add blocks of

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wood instead of tyres to the mix. On the flipside, thanks to the super light steering, these cars do have distinct advantage over the Eon and the K10 in the city. However, seeing how much of an issue this light steering can be at higher speeds, the advantage is quickly negated.

The Alto and the Eon on the other hand have a heavier steering feel, which helps with high-speed stability. And if I had to choose, I'd even say that from among the two, the Eon has the better overall package of ride and handling.

Between the Alto and the Eon, the Hyundai feels a bit better damped. It doesn't feel as crashy as the Alto. The Alto is a huge improvement over the Renault and Datsun, but the Eon is just a little better. The steering doesn't dance around as much and while it does feel dead, it never feels like a threat. The ride quality is refined and it handles bad roads with a lot more elegance. The Alto, while it doesn't transfer all the shocks and bumps to the occupants, lacks the peace and quiet the Eon offers.

VERDICT

Let's look at the cars one by one. First, the Renault Kwid. From the outside it looks bloody brilliant. But the closer you look at it, the more flaws you will see. And the same goes for the inside. The cabin looks great, but build quality isn't and the refinement is pretty rubbish. The engine is very efficient but it isn't very quick. In fact the only things exciting about the car apart from the looks are the navigation and infotainment system and the optional airbag. Fully loaded, it costs ₹4.51lakh (on-road, Mumbai).

Now, the Datsun Go. It has rubbish interiors and I'm quite surprised it even has an AC. It is a cheap car, but unlike every other cheap car, it doesn't try to hide it. And that's a shame. The exhaust, though, makes a fantastic noise and as long as you're

not going very fast it is a lot of fun to drive. Where it scores over every other car here, though, is in terms of space. Being based on the Micra platform, it is the most spacious car here. And with the biggest engine of the lot, it is mighty quick too. Which explains why it's so popular in the hills. The Go too gets an optional airbag, but its biggest flaw is that it is not a pleasant car to be in. With the airbags, it will cost you ₹5.10lakh (on-road, Mumbai).

The Maruti Suzuki Alto K10 is one of the highest selling cars from among the four. It has a powerful enough engine and even gets an AMT. For driving around in the city, this car is perfect. There are only a few drawbacks for the K10 – the boxy looks and the lack of space. The interiors aren't that great either. However, when you opt for an AMT, what you lose in the process is the option for an airbag. Maruti doesn't equip the car with an airbag in the VXi AMT trim, a really bad move. That said, it can be yours for ₹4.92lakh (on-road, Mumbai).

Finally, the Hyundai Eon 1.0. It looks great and it's got all the bells and whistles that any of the other cars have. It gets a good looking design that still looks pretty, handsome interiors that don't fall apart, the quickest engine in the class, ride quality that is better than the rest, a steering that inspires confidence and excellent build quality – surprising for a Hyundai no? The car is also backed up by relatively low running costs and good service support. The only thing the Eon lacks is fuel efficiency. Then again, 16.9kmpl is bad only relatively. But the real cincher is that at ₹5.13lakh (on-road, Mumbai), the Eon is only ₹3,000 more than the Go and ₹22,000 more than the Alto K10 (which doesn't get an airbag, mind you). What I'm trying to say is, if I were to spend my money on an entry level car from among the four here, there is no need to guess which one I would choose. The Hyundai just makes so much sense overall. **OD**



ROAD TEST NO. 1579-1582	Datsun Go T ★★★★★	Hyunda Eon 1.0 Magna+ ★★★★★	Maruti Suzuki Alto K10 Vxi AMT ★★★★★	Renault Kwid RXT (O) ★★★★★
DATSON GO T VS EON 1.0 MAGNA+ VS ALTO K10 AT VS KWID RXT (O)				
ENGINE				
Type	Inline 3-cylinder petrol	Inline 3-cylinder petrol	inline 3-cylinder petrol	Inline 3-cylinder petrol
Engine capacity(cc)	1,198	998	998	799
Valvetrain	DOHC	DOHC	DOHC	DOHC
Max power	67PS@5,000rpm	69PS@5,000rpm	68PS@6,000rpm	54PS@5,678rpm
Max torque	104Nm@4,000rpm	94Nm@3,500rpm	90Nm@6,500rpm	72Nm@4,386rpm
UNDERPINNINGS				
Suspension (F)	MacPherson strut	MacPherson strut	MacPherson strut	MacPherson strut
Suspension (R)	Torsion beam	Torsion beam	Torsion beam	Torsion beam
Brakes (Front/Rear)	Disc/ Drum	Disc/ Drum	Disc/ Drum	Disc/ Drum
Tyres	155/70 R13	155/70 R13	155/65 R13	155/80 R13
PERFORMANCE				
0-100kmph	13.4s	13.2s	15.5s	16.4s
Top speed	158kmph	139kmph	156kmph	131kmph
FUEL EFFICIENCY				
Highway(kmpl)	20.7	23.2	21.8	26.2
City(kmpl)	17.6	14.8	15.8	17.1
Overall(kmpl)	18.4	16.9	17.3	19.4
GENERAL DATA				
LxWxH(mm)	3,785x1,635x1,485	3,515x1,500x1,510	3,545x1,490x1,475	3,679x1,579x1,478
Wheelbase(mm)	2,450	2,380	2,360	2,422
PRICE (ON ROAD - MUMBAI)	₹5.1 lakh	₹5.13 lakh	₹4.92 lakh	₹4.51 lakh





Even Stevens

The deliciously dynamic Figo returns in an all new avatar to take on one of the the best all-round hatches on the market

Words **Alan D'Cruz** Photography **Suresh Narayanan**





Aspire is a roomy cabin with a comfortable rear bench, though the rising shoulder line means smaller windows. The powerful 1.5 diesel is the hero in this package. Interiors are nice and we'll laid out.

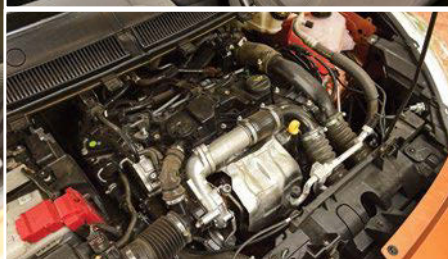
The old Figo was a great car, loved very much by enthusiasts for its great handling but it just didn't manage to spark the same enthusiasm from the masses. The Figo now returns with an all-new car and a new engine tune that is all set to light up the market again. We pitched it against the Hyundai Grand i10 - one of the best rounded

products on the market and the winner of our last shootout in this segment.

DESIGN AND SPACE

The Figo is quite the looker and that large air dam up front and strong straight rising shoulder line give the impression that it's been built for speed and performance. In its company the angular fluidic lines of the Grand i10 seem to soften a little. Not that the grand isn't a looker in its own right, it's just that the Figo looks far more imposing. They both sport looks that should appeal differently to buyers but I find myself gravitating to the more aggressive looking Aspire.

On the inside the Figo is very Ford and people familiar with the Eco Sport will feel quite at home in this cabin. The interiors are plush with a mix of hard and soft touch plastics that do somewhat break the monotony of the all-black interiors. There is lots of space on offer with a lot of room in the rear for passengers, even with large people sitting in the front. And overall the cabin does feel quite airy for a family hatchback. The Grand i10 cabin sports a two tone beige and black interior and has a similar amount of space on offer for four full sized occupants.





And even though on the outside it looks the more compact of the two, from the seating pictures you'll notice that I have just as much knee room in both.

They are pretty even on features with equally long lists. The Hyundai comes with rear parking sensors, rear air con vents and a simpler infotainment system. The Figo on the other hand also impresses with 6 airbags, Sync voice activated infotainment system and clever MyKey safety features. The Grand i10 does have a better layout of storage spaces with bottle holders in all four doors (missing in the rear doors of the Figo) as well as the rear air con vents. For me the interiors of the Hyundai are a little better looking with just as much space as the Ford and are my choice for travelling space with the added convenience of the rear air con vents.

PERFORMANCE AND EFFICIENCY

With a handicap of 29PS, 55Nm and one cylinder less, the Hyundai was never going to have any chance in pedal to the metal situations. And the Figo absolutely creams it in our performance tests but does that really matter in the real world? While the differ-

ence in numbers is large the way the two engines behave is what is telling in this tale. The Ford is clearly the better power plant with much more power and torque from the 1.5-litre four cylinder engine. It's linear too and so there is no sudden surge of torque at a set RPM, something common with smaller turbo diesels with high outputs. That said the Hyundai engine is not bad at all. For a

Hyundai interiors are just a little bit better than the Figo with thoughtfully placed storage and just as much space. Just as much knee room in what appears to be the smaller package. The 1.1, three cylinder, diesel is refined and efficient.





three cylinder power plant it's refinement is quite exceptional. And it's more than sufficient for the job at hand. It was also built with efficiency and durability in mind. With 19.3kmpl in the city and 24.2kmpl on the highway it certainly is efficiently and the number of hard kilometres we put on our long term car was a testament to its durability. But in our efficiency tests the Figo pulled another rabbit out of the hat and despite the superior power it also managed better efficiency numbers than the 1.1-litre, three cylinder Hyundai. City figures of 19.57kmpl and highway figures of 26.7kmpl means that it's clearly the winner in this segment.

HANDLING AND RIDE QUALITY

The all-new Ford platform is lightweight but has sadly dialled out some of that delightful feel that the Figo was known for. A large part of that loss in feel is down to the new electronic steering. There is a good weighty feel to it and this does increase as speeds rise but it has lost a lot of the communication with the front wheels. It's a lot better than the Hyundai's though, which is just too light for me. The Figo also goes around corners faster than the Hyundai and will a lot less

roll though the Hyundai is more comfortable over bumps and potholes. One aspect that both the cars excel in is sound insulation and both cabins are very quiet places with no diesel drone and a lot of road and wind noise is effectively drowned out, making them both stress free on long drives. So both cars are very comfortable and ride reasonable well for family hatches but it's the slightly more agile Ford that I would pick out of the two.

CONCLUSION

The Hyundai Grand i10 made a big splash in the market with its impressive list of features, efficient small diesel engine and fluidic looks. The Ford Figo somewhat manages to swim with the Hyundai in terms of its own features list and upmarket interiors but blows it away with its 1.5 TDCi engine. The big factor though is the price and the Figo in its top Titanium + trip is 66,000 dearer on the showroom floor and you can expect that to swell to just over a lakh once taxes and insurance are added on. If you can overcome this hurdle then the Figo is the better car but the Hyundai still makes a case for itself as a great value proposition.**OD**

ROAD TEST NO. 1583-1584	Ford Figo Titanium+ ★★★★★	Hyundai Grand i10 Asta (O) ★★★★★
FORD FIGO vs HYUNDAI GRAND i10		
ENGINE		
Type	Inline four, turbo diesel	Inline three, turbo diesel
Engine capacity(cc)	1,498	1,120
Valvetrain	DOHC	DOHC
Max power	100PS@3,700rpm	71PS@4,000rpm
Max torque	215Nm@1,750-3,000rpm	160Nm@1,500-2,750rpm
UNDERPINNINGS		
Suspension (F)	MacPherson strut	MacPherson strut
Suspension (R)	Semi independent	Torsion beam
Brakes (Front/Rear)	Disc/ drum	Disc/ drum
Tyres	175/65 R14	165/65 R14
PERFORMANCE		
0-100kmph	10.5s	15.3s
Top speed	178kmph	156kmph
FUEL EFFICIENCY		
Highway(kmpl)	26.7	24.2
City (kmpl)	19.57	19.3
Overall (kmpl)	21.29	20.5
GENERAL DATA		
LxWxH(mm)	3,886x1,695x1,525	3,765x1,660x1,520
Wheelbase(mm)	2491	2425
PRICE (EX-MUMBAI)	₹7.79 lakh	₹7.07 lakh



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Facts about saffron

- Iran is the largest producer of the spice, accounting for 90 per cent of the world's saffron!
- Buddhist monks used to use the spice for dyeing their robes to give them the traditional orange colour
- It takes approximately 80,000 flowers to produce one pound of saffron
- In the Middle Ages, the punishment for saffron adulteration was death by burning at the stake



Fields *of* Purple

We head to the northern frontier of Kashmir in search of the world's most expensive spice





Go there

With Datsun Go





Dinesh Tiwari was the happy OVERDRIVE reader that joined us on our road trip to Kashmir. The beautiful purple saffron flowers that contain just three red strands of saffron each. The signature Srinagar *shikaras* on a misty morning on the tranquil Dal Lake

At OVERDRIVE, we love our long drives and this month we're taking another great one. This time around, we will drive nearly 900 kilometres from the capital to Srinagar, J&K. The state's moist, cold climate is ideal for cultivating saffron and India is the third largest producer of this costly spice. During our stay in the beautiful Himalayan valley, we'll find out what makes this the most expensive condiment in the world.

We'd be making the long journey to Kashmir in the delightful Datsun Go+ and though there would be just the two people making this trip, the extra space is handy for holding our luggage on the way there and our purchases on our way back, but more on that later. The trip goes off smoothly with the Datsun Go+ a delight out on the highway,



calmly munching miles. I break journey at Pathankot where I pick up Dinesh, the winner of the Datsun #GoThere competition for this month. Together we make the trip from Pathankot to Srinagar, J&K's capital city and our base for the next two days.

The first day we took in the sights and tastes around Srinagar starting with the customary *shikara* ride on the Dal Lake. It was a foggy morning, so pictures were out of the question but it was a nice, peaceful start to a cold morning. Lunch was at the renowned Ahdoos restaurant, famous for its traditional Kashmiri food. We decided to feast on the *Trami Wazwan* – a delicious combination meal that features a selection of all of the Kashmiri favourites. It's a must try for your first visit to the city but don't believe the waiter who will tell you it's a meal fit for one person. I would seriously like to meet the person who could leave a clean plate with the amount that's laid out in a regular serving.

The next day, we headed south from Srinagar towards Pampore which is known as the Saffron Town of Kashmir.

It's a quaint little one road town, filled with stores selling saffron and dried fruits and is surrounded by fields of purple saffron flowers. This is the best place to buy saffron and dried fruits like apricots and walnuts at reasonable prices. We visited the fields as well to have a look at the beautiful purple saffron flowers. Each flower produces just three strands of the spice and this is the reason it's so expensive. A whole field just produces just a few grams of saffron. A little further down the road from Pampore, we noticed rows and rows of Kashmiri willow shops on either side, each stocked with lines and lines of cricket bats. Strangely, neither of us turned out to be cricket fans so we were content to just drive past.

We did, however, stop on the way back through Pampore and filled up the Go+ with kilos and kilos of walnuts for the folks back home along with a year's supply of saffron. The return trip went just as smoothly as the rest of the holiday and we bid a sad farewell to the delightful winter cold that was just settling into the valley of Kashmir. **OD**



Mobile caravanserai

This indigenous truck is an all-in-one experience for any overlander!

Words **Rishaad Mody** Photography **Suresh Narayanan & Captain Suresh Sharma**





The rear opens out into a full kitchen with three burners and a dedicated food tray. The detachable stairway to enter the truck bolts to the side when not in use

Five minutes into a conversation with Captain Suresh Sharma and it becomes clear, the man is a relentless perfectionist. Before I know it, we're discussing dedicated long handled tea spoons for pickle jars and how his overland truck has more household equipment on board than most folks have in their homes. Sewing kits, rubber bands, magnifying glasses, safety pins, cable ties, you name it and it's probably on board the Taurus Overland Truck. The key, the Captain tells me, is that his guests should have an incredible experience. Something small, like a broken shoelace for example, shouldn't ruin a trip to the wilderness. So naturally, there's a good stock of laces on board too.

At this point, I was really keen to take a look at the Captain's creation but I had to hear the story behind it first. After retiring from the Army, Captain Sharma, who's also an expert on snakes, worked with some big TV channels in the environment genre. He specialised in helping them film natural events that simply cannot be documented in the wild, like the laying of snake eggs and other such weird and

fascinating things. But through all this, Captain Suresh had his heart set on overland adventure, a touring concept that's very popular in Africa and Europe. But the idea of an overland truck, built for a group of people to travel and live in over long periods simply didn't exist in India. Clearly, that wasn't going to stop the man from making it happen.

On March 31, 2012, after much research, Capt Sharma purchased an Eicher 20.16 chassis to turn into a bespoke overland truck. He chose the Eicher because it was the right size, had a reliable, smooth and relatively quiet engine and most importantly, a tight turning radius. Going by the date of purchase, he decided to name it Taurus and was assured by his local chassis builder that its external transformation would be complete in just 45 days. About two years later, Taurus was finally a reality.

Being an avid photographer, the Captain knew the challenges that outdoor and travel photographers face trying to get to and stay at remote locations. Hauling all that equipment around, figuring modes of transportation, setting up a campsite - it all detracts from the experience. That was the key idea behind

Taurus, to offer photographers the road trip of a lifetime, taking them into some of the most beautiful parts of the country like Ladakh in the summer and interior Rajasthan in the winter. All the transport and logistics would be taken care of, while allowing the photographers to focus on capturing the wilderness around them.

The next day, I had the opportunity to get up close and personal with Taurus. It's quite the intimidating sight in its stealth grey shade, a shout out to the Captain's army connection. The vehicle is huge and has very little in resemblance with the Eicher it was originally based on. Fully stocked with eight passengers, three crew members and its overkill of supplies, Taurus weighs in at about 13 tonnes. That's well under the 20.16's rated gross weight of 16 tonnes but the bodyshell was reinforced nevertheless to ensure that the tall body work stayed secure and more importantly, felt secure to the passengers.

There's so much happening with the Taurus that we'll have to break it into sections, starting with the exteriors. Between the familiar headlamps is a spare tyre which gives the face a very rugged and purposeful look. There are



A comprehensive tool set is locked away in these cool Army-spec fuel cans. There's enough foldable furniture on board for a picnic anytime, anyplace



auxiliary lamps mounted on the roof and even a set of simple cornering lamps that point at an angle on either side of the bumper and can be turned on from the cabin while on road bends, especially in mountains. The passenger section is designed with large, sliding glass windows to aid photography on the move. Below the windows, the Taurus looks like a reinforced bank vault thanks to all the decorative rivets along the body work but it's the rear that is the business end of this truck. In a few minutes, with the unfastening of some bolts, the rear section turns into a kitchen, complete with a three burner stove and all manner of vessels, cutlery and ingredients. It takes a while to fully set up because everything is clamped down firmly to ensure things don't break.

While the captain was brewing a hot cup of coffee for us, I escaped the Ladakhi chill by climbing into the main cabin which is at such a



A simple foldable metal contraption that can be hammered into the earth holds a pipe. The on-board chemical toilet is reserved for lady travellers or inclement weather



height you have to use a ladder to get in. Inside, I discovered that the roof wasn't tall enough for 6'1" me but there is enough space for the average Indian. The Captain says this was as tall as he could safely go. The plywood lined cabin has just eight reclining seats, very similar to the ones in a Volvo bus but with vastly more kneeroom. There is a wall of drawers near the entry and more stowage space in lockable overhead cabinets that are sprung on hydraulic struts and backlit with LEDs. Guests are requested to bring their luggage in soft bags so they can load their belongings into the lockers and the bags can be folded away. Care has been taken to ensure

no sharp edges are exposed and even simple things like drawer handles are replaced with soft rope pulls. Power supply is key when working with cameras and laptops and Taurus has that covered with upto 24 outlets available via heavy duty extension boxes. At the back is an aircraft style chemical toilet which is meant primarily for ladies (while on the move) or when the weather is particularly nasty and people are reluctant to step out.

Behind the seats is a couple of box style beds that lift up to display a huge collection of ration. Coffee, tea, multiple cereals, assorted chocolates, rice, different types of *daals*, biscuits,

snacks, cheeses and of course, an assortment of pickles – it's a well stocked department store under these beds. And then the Captain lifts up a hidden trap door in the wooden floor to reveal an even bigger stash of supplies. A typical trip in the Taurus lasts for about 10 to 15 days or even more, but there's enough rations in here to keep everyone well fed for nearly two months. Water comes from a 700-litre under the belly tank that is constructed in food grade stainless steel. Captain Sharma makes sure he carries a seriously comprehensive first aid kit everywhere and he's even gone as far as to include what he calls the pink box – a stock of



Photo credit : Harvarinder Singh

ladies hygiene products in case the need ever arises! The list goes on, there are 12 golf-sized umbrellas on board which could be holed up in a designated place even when fully wet, even a dedicated set of photographer's lights should a guest wish he hadn't left his behind.

Night time accommodation is split between four tents that hang off the side of the truck while tents for another four are set up on the roof. If the guests are game then they can all climb up on to the roof for an evening cup of tea or to watch the stars appear. There is a full stock of sleeping bags of three temperature ratings. Whether it's a

cool summer's night or a frostbite inducing minus ten degrees, you're sure to be snug at night. It's pretty clear that Captain Suresh has gone out of his way to ensure his guests are comfortable and well provided for. There was no expense spared in building Taurus. The base chassis cost about ₹12 lakh but by the time the entire project was complete, the Captain had sunk in a good ₹65 lakh.

I had a short go behind the wheel and I was both intimidated and impressed. This thing is a full size truck and it was the first time I was driving something so big. I immediately appreciated the light clutch and power assisted

steering but I struggled a little finding the right gear. The Captain has a dedicated driver for the trips but he doesn't shy from getting behind the wheel. In fact, he just drove it solo from Chandigarh to Leh and that includes getting it up all those mountain passes including the fearsome Zoji La. Respect!

You can find out more about Captain Suresh and the tours he organises by visiting his website www.greendotexpeditions.com or checking out the Facebook page (Green Dot Expeditions) for more details. As it stands, he is the only person in the country offering this kind of a road trip experience. **OD**





South bound

The Great India Drive that began in Khardung La, concluded at land's end in Kanyakumari and here's how the second leg of the journey unfolded

Words **Rohit Paradkar** Photography **Suresh Narayanan**

Last month we told you about how we underestimated the weather in Leh and began our road trip at the highest motorable road in the world, Khardung La, amidst snow fall and rain. The last leg of that journey ended in Mumbai as we took a festive break, and last month we resumed the journey with no changes to our Creta (not even a basic service). After reviewing the first leg of our journey, we were a tad bit disappointed because post Leh,

the beauty of the landscape had dialled down quite a bit. Suresh was quite bummed out as there was hardly anything worth shooting around the National Highway – just open stretches of road surrounded by the land made green by the recent monsoon. If this drive was merely about getting from point A to point B, these roads make perfect sense, but for a road trip, they lacked novelty and adventure. So this time, we took a call to avoid the bigger highways all together and take the

B-roads instead. After all, we had an SUV that had braved the Ladhaki terrain. “So why not?” we thought.

Our first target was Hubli via the NH4, after which we would switch to our revised plan. The wide highways of Karnataka are always a bliss to drive on and maintaining a good average speed wasn't a problem which meant reaching Hubli didn't take too long. We thought of visiting the Gangubai Hangal musical museum where a part of Indian



classical music history has been preserved through vintage gramophone records and photographs of the industry stalwarts. It also showcases the various awards that the classical music veteran, Ms Gangubai Hangal, was honoured with during her illustrious life. However, traffic problems created by a protest of some sort meant we'd have to skip that. So we visited the Unkal Lake instead. Although we missed going to the museum, music was still in the air as a street artist greeted us with his lovely voice, signing devotional songs and complementing it with his skills on the harmonium.

Since we had enough time on our hands that day, we decided to continue further instead of staying put in Hubli. Chitradurga, which was about 200km from Hubli, sounded like as good a place as any. So, we got onto state highway number 47 and mapped our way through to our destination. The pace had reduced considerably, as we took almost five hours to reach Chitradurga. However, the beautiful drive through the villages had made

The district roads took us through plenty of farmlands and most of them grew cash crops like cotton, sunflower, pepper etc. There is no dearth of places of worship in south India, including mobile joints based on a three-wheeler! The Jog Falls were scenic even in the dry weather

it worthwhile. Chitradurga was a massively congested town though, and the hotel we stayed at was in the heart of a vegetable market. Despite the narrow roads, the proprietor had managed to erect a hotel larger than most three-star facilities in the metros! Thankfully they offered us some secure parking for the night and the next morning, we visited the popular Chitradurga Fort which was within a kilometre from there.

This is a massive fort that spreads across 2,500 acres, which could take a day to explore every nook and corner. The fort took shape in the 17th century before final touches were added some time in the 18th century. During this period, it was ruled by various dynasties, the last of which was headed by Tipu Sultan. The cultural diversity and the

harmony here is clearly visible as the fort houses over 18 temples and a *darga*. I believe that all a king had to do to stay fit was to take a walk through the entire fort everyday. It certainly felt like I had lost a few calories trying to explore some of archeological sites. Unfortunately we didn't have the luxury of time to explore the entire fort – for our next destination was the Jog Falls.

It's a scenic 100 odd kilometres from Shimoga and the narrow twisties through the lush green Sagar district lent no hints of the presence of one of India's largest waterfalls. The road does open up into the valley, but to get a view of the falls you have to climb up to the designated parking spot and walk your way up to the galleries. The locals told us that the waterfall looked healthy despite the scanty rains this year. Since we had reached there by afternoon, there was no fog and hardly any haze. During the rains the sight is stunning with the segmented waterfalls making for a breathtaking view. The Creta with the OVERDRIVE branding certainly



attracted a lot of attention too and we had people flocking us and taking selfies with the car. We politely made our way out through our new fans and continued onward. Next stop, Karkala.

Karkala is home to the famous Bahubali Temple, which houses the second highest statue of the Gommateshvara Bahubali. The largest one is in Shravanabelagola in the Hasan district, which we will explore on a road trip in the Santa Fe sometime later. The famous *Abhishek* ceremony is conducted in January, so there was hardly any crowd during our visit. The small town of Karkala was quite hot and so was the stone pathway leading to the temple with its overhead sun. But the temple in itself was surprisingly cool. The priest gave us a quick briefing about the temple's history, while a friendly parking attendant doubled up as security guard and shooed away pesky tourist kids who were trying to climb the huge statue.

Since the car wasn't allowed anywhere near the core area of the temple, Suresh

couldn't get any photos of the monument and the car together. He was itching to shoot the car as it had been cleaned and shined by the really friendly hotel staff. The temple is set at an elevation that provides a lovely view of the entire town, and in that panorama, Suresh identified a broken down temple to go and shoot at. It was a beautiful sight as the temple was amidst a lake full of pink and white water lilies. But getting there beat the purpose of his photograph as the slushy pathway through the lake dirtied the car again.

We continued southward and stopped at Mangalore for lunch, and since it was a Malabar restaurant, Suresh decided to choose from the menu. Fried chicken biryani made in generous amounts of ghee and a hot and sour curry with prawns made up our lunch. "Kerala will be even better," assured Suresh. By noon we crossed into Kerala. It felt like home to my co-passenger and to me, it looked and felt like Goa – narrow roads, plenty of tourist cars, sultry weather and greenery all around. Now I know why the makers of the film *Drishyam*

chose Goa for the Hindi remake, while the original was set in Kerala. What distinguished the two states, however, were the people, their dressing sense and of course, the food. Still full from our heavy lunch, I had to turn a blind eye to the tempting food carts. But what caught my eye was a road sign pointing towards Bekal, which is known to have the largest fort in Kerala. Having heard a lot about it, I decided to make a detour and go check it out.

Unlike the Chitradurga Fort, the Bekal Fort is rather small. After all, it was used in its hey day as a storage location for arms and ammunition, unlike Chitradurga which had an administrative role. The Bekal Fort looks quite unassuming at its entrance, but get past the gates and you will be welcomed by a large, well-maintained courtyard. Almost three-fourths of its sides are touched by the sea and if you get there closer to sunset like we did, you will love the atmosphere and views from the various corners of the fort. A big shoutout to the tourists, the locals and the staff for keeping this property surprisingly clean.



The storm clouds that were a constant feature on the east coast made for a stunning canvas at the Pamban Bridge. Food was an integral part of this journey and the biryani at Dindigul was the best meal we had throughout the journey

which was longer but had lesser traffic. We chose the latter, but as a consequence, we missed the drive through Palluchi which is apparently a lot more scenic. I pacified myself saying that the mountain roads would be crowded and post sunset, none of the beauty would have been visible anyway. However, the chosen route was much slower and Dindigul seemed far away. To avoid feeling drowsy at the wheel, we decided to stop over at Palani instead and called it a day.

The advantage of that came the next day as we reached Dindigul by lunch – just in time to try the famous Dindigul biryani then! Peppery, dry and with equal proportions of rice and meat, sweet and sour curries to go along with it, and all this piping hot, on a banana leaf. I could eat it all day long and then some more and still not feel content. Suresh had polished off a sumptuous Udapi breakfast in the morning so he went easy on the lunch. So I slyly handed over the Creta's keys to him and requested him to drive post lunch. It was time to stretch my legs for a while as the car glided comfortably over the undulated road to our next destination – Rameshwaram.

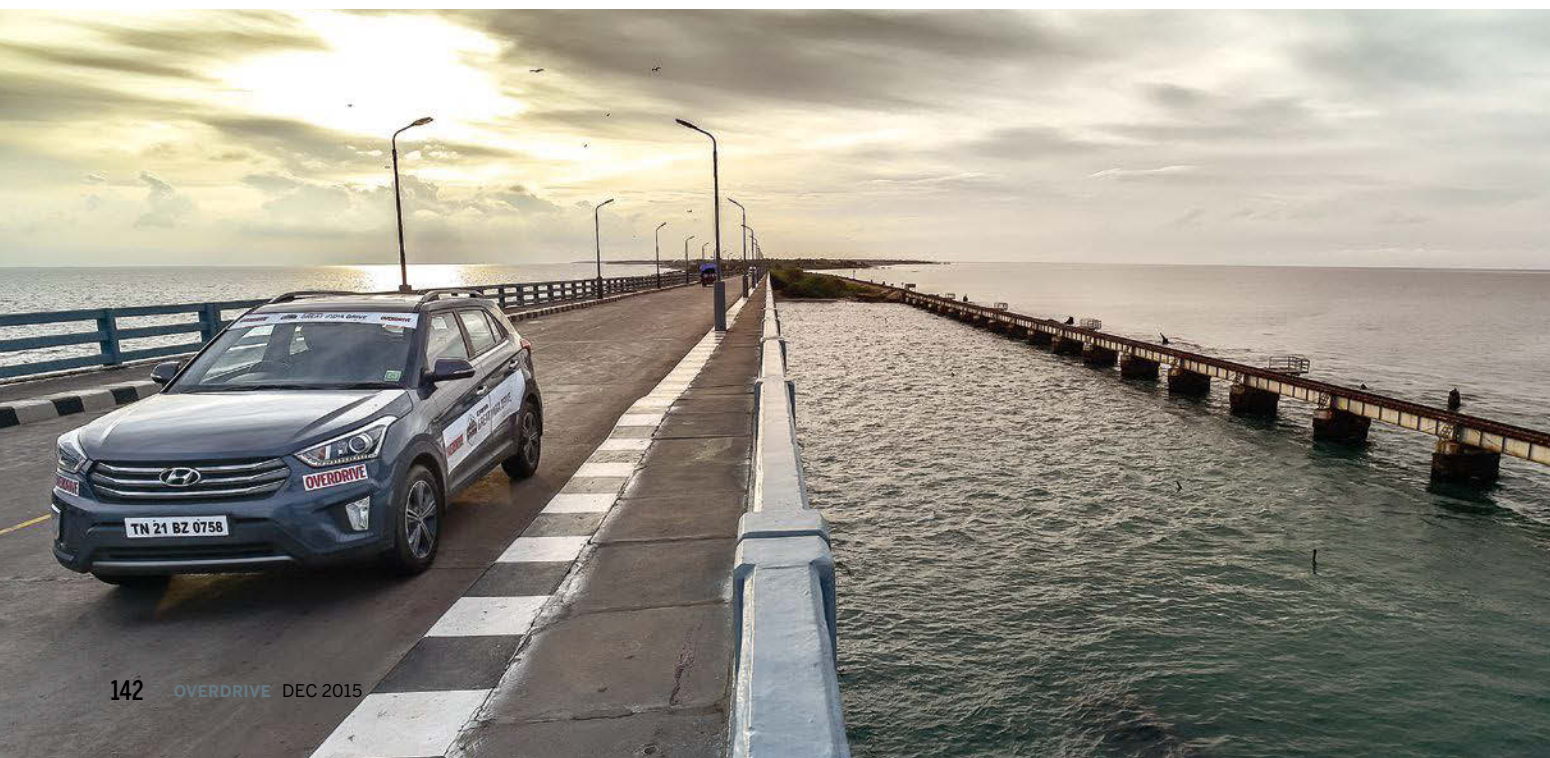
The target was to reach there before sunset and I had taken over the role of DJ and navigator now. Not that it required hard work, but I was keeping a constant check on the turn-offs which would have otherwise gone unnoticed, thanks to the lack of road

The detour cost us some extra time and by the time we reached our next destination, Kunnur, it was about 10pm. It didn't sound like a big deal until we realised that half the town was probably in a deep sleep by now. We had to literally plead a restaurant for food and a hotel for an overnight stay. We managed to get some scraped-up biryani to eat and bed full of bed bugs to sleep in. It was miserable enough to make us leave town early next morning.

Not very far was the Muzhappilangad beach. It took several tries to type that out on the GPS, but it was well worth it! It is one of the few beaches in India. The sand patch is firm all the way to the mainland and even at high tide, there is an open patch that's a few kilometres long and about four lanes wide.

It, therefore, attracts everyone from learners and casual drivers to racer boys. There is a speed limit of 20kmph though and getting caught for any unacceptable driving attracts heavy fines. Permission from the authorities and a rear wheel driven car would be such a riot here! Give it a try, but remember to wash the car inside-out once you are done having fun to avoid rusting of the vehicle's metal components due to salt water.

When we got back on the highway, the GPS indicated that we were on the Panvel-Edapally highway. They have classified it as a national highway, but it was narrower than the service lane to my Mumbai apartment! As you would expect, it was crowded and overtaking was almost impossible. There was an alternative district route to our next destination, Dindigul,





signs in our official language. The map looked quite different as we approached Rameshwaram. How often do you see a piece of land on the map going narrower like the tip of a peninsula? Soon we reached the famous Pamban Bridge just minutes before the sun disappeared. Although the bridge is narrow, the authorities permit vehicles to stop for a few minutes to let tourists absorb the beauty of the enormous waterbody underneath. Bind that with an orange sky and stormy clouds and the scene looks magnificent!

Yes, stormy clouds. This was the same time that the unfortunate cyclone Roanu had hit Tamil Nadu. Thankfully, it did not affect our trip, although the clouds were around as a constant indication of what was happening northward of the state. We wanted to

continue all the way to Dhanushkodi, but the locals advised us against it, so we turned back and drove on. Alternative district roads again. We passed through shrimp farms which, after sunset, looked like giant blue tiles reflecting the twilight sky, while the palm trees created a scenic silhouette on the horizon.

By midnight we reached Kanyakumari. Our hotel was on the outskirts as most places within the city were brimming with pilgrims. We hardly got a few hours of sleep before waking up for sunrise. But all the effort didn't bear fruit as grey clouds had washed off the sky and the sea was a mere lifeless mirror in this scene. By afternoon the clouds cleared up and the blue sky tried to paint a better picture. I sat there at land's end, looking back at the trip.

From the heavy rains and snowfall at the top of the world in Khardung La, to the hot climate of the west and cyclone scares in the south, the weather had tried its level best to play spoilsport throughout this trip. Even then, the road trip was full of excitement, experiences of new terrains, while exploring places that I had only read about and tasting a variety of food that will never be available at a restaurant near me. The Creta was a good companion through it all as it took everything in its stride without a hiccup, warning sign or breakdown. And that made the road trip more worthwhile. Some stretches did seem tiring, but when I looked back at the journey, it was a rewarding experience. In fact, that is how every road trip should be, one that makes you feel that more is never enough. **OD**



OD Rating ★★★★★
Price ₹3.60 lakh
(on-road Delhi)

- + Smooth and powerful engine
- + Build quality
- + Friendly manners
- No option of ABS
- Could do with better tyres

Grown up

The YZF-R3 is a bigger YZF-R15. There we've said it. But is that a bad thing?

Words **Shubhabrata Marmar** Photography **Ishaan Bhataiya**



The R3 gets clear and detailed dials and a pretty LED lamp on its slim tail. But it's the smooth and high revving engine that we really love

Here's an easy road test, then. The Yamaha YZF-R3 is excellent. There, done. If you had asked more or less any one of the various staffers at OVERDRIVE who queued up to take the Yamaha out for a short spin, that's the conclusion you'd come to. But let us delve a little deeper, shall we?

The YZF-R3 looks sharp, sleek and striking. I like it. It has that sense of civility that sporting Yamahas of late seem to nail and even in the modest black colour, the Yamaha looks very nice. As expected from Yamaha, the build quality and finish levels are exemplary and the plastics, finishes, aggregates all feel like they were carefully designed, selected and deployed to confirm the impression of a well-made high quality machine. Our test bike did have a rattle pillion pad but the rest of the package was so persuasive that only I – official nitpicker – noticed it.

Inside that fetching fairing is an equally impressive engine. The 321cc parallel twin is liquid cooled and fuel injected. The four valves per cylinder DOHC configuration and 11.2:1 compression is used to make 42PS at 10,750rpm and peak torque is 29.6Nm at 9,000rpm. The engine's outstanding control over its refinement makes the Yamaha as

smooth nearing its 172.8kmph (measured) top speed (185kmph indicated) as at 50kmph. The difference is in the sound. The Yamaha has a lovely, if slightly shrill whine up top – while street speeds produce very little sound and drama. In fact, the gentleness of the power delivery at the bottom is deceptive. Initial in-traffic rides are easy to handle with as little as 4,000rpm on the clock and the Yamaha begins to awaken only past 7,000rpm. You keep thinking that the R3 isn't moving fast enough. But you soon realise two things. First, that the Yamaha is seriously quick if you're willing to pick up the revs and keep the engine on the boil. And second, when you're not in redline mode, the Yamaha's very easy to ride on the street with anything more than 4,000rpm on the clock. Not only did it clock the 100kmph in 5.5s (in our figures, this is even quicker than the KTM RC 390 but the issue is that Alan tested the KTM but Rishaad – 35kg lighter – tested the Yamaha) but it can easily and swiftly go through traffic using very little revs in a high gear. I, let's be honest, wasn't expecting the small twin to offer this level of flexibility.

The dynamics package is similar in nature to the engine. The ride quality, for instance, is surprisingly plush. The R3 – like the R15 – is sprung soft and this makes riding around the city and out on the high very comfortable. If



you get one and your buddy has an RC 390, he'll curse your seat, bar position as well as ride quality roundly. What the Yamaha manages to do is handle well despite the springs. The R3 turns sharply, feels lovely and confident mid-corner and if you've got the engine on the boil, it swings out of the corners hard – well at least as hard as the MRF tyres will allow. Like the R15, the R3 is friendly, forgiving and its level of capability is immense. Unlike the R15 though, the R3's MRFs don't keep up once you're really on it.

Don't be alarmed. The MRFs aren't terrible. In fact, 99 per cent of R3 owners will never notice a problem. But fast riders will sense the MRFs approaching their limits in the corners earlier than the chassis and that's a bummer. Fortunately, tyres are an easy fix. I'd say wear the first OEM set down and then get a better set and you're all set for fun and games.

The brakes are the other issue with the R3. The standard brakes offer reasonable bite followed by great force and feedback. You'll trust the brakes implicitly soon and hard stops come easy to the R3. But the issue is a lack of ABS. A motorcycle this fast, targetted at new riders simply shouldn't be without ABS. I know Yamaha is working on offering the ABS model in India and I would urge you to wait if you can and get the ABS model instead of this one.

Here, then, is a genuinely impressive motorcycle. It's very fast when you rev it up, very civilised if you don't. It rides with surprising grace over bad roads but can handle corners with an ease and ability that is deeply, genuinely endearing. It's well made and it feels like it will age well too. I'm also really kicked about how well the Yamaha YZF-R3 understands how to encourage new riders to learn, to get faster and to get deeper into motorcycles. But there are three issues you have to deal with.

First, there isn't any ABS model right now and in my book that's a dealbreaker. I'd say wait for Yamaha to get the ABS model before buying. Second, the MRF tyres are sticky and feel good but their ultimate ability falls short of what the chassis is capable of. I'd say wear out the first set and upgrade to better tyres – problem solved. The third one, and the big one, is price. As with all the twins in the market, the Yamaha is expensive and the KTM RC 390 only makes the ₹3.74 lakh (on-road Mumbai) Yamaha look that much worse in value for money terms.

But so good is the Yamaha that I'd be happy to back you if you were making a case for the R3. Because it may not be great value for money, but it most certainly is a terrific motorcycle. **OD**

Yamaha YZF-R3

DRIVETRAIN

Type	Liquid-cooled fuel-injected parallel twin
Valvetrain	4-valve, DOHC
Displacement	321cc
Max power	42PS@10,750rpm
Max torque	27Nm@9,000rpm
Power to weight	248.5PS/tonne
Gearbox	6-speed

SUSPENSION

Front/Rear	41mm telescopic/mono shock
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BRAKES

Front/Rear	298mm disc/220mm disc
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WHEELS&TYRES

Tyre (F&R)	110/70-R17 & 140/70-R17
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GENERAL DATA

Kerb weight	169kg
Wheelbase	1,380mm

PERFORMANCE

0-60kmph	2.59s
0-100kmph	5.5s
Top speed	172.8kmph

EFFICIENCY

City	21.4kmph
Highway	29.7kmph
Overall	23.8kmph

PRICE: ₹3.74 lakh (on-road Mumbai)

OD Rating ★★★★★

Price ₹1.65 lakh
ex-Mumbai

- + Fit and finish
- + Smooth and torquey engine
- + Sounds good
- Weighs a lot



Phoenix rising

The Mojo signals the start of a new era of high quality motorcycles from Mahindra

Words **Rishaad Mody** Photography **Suresh Narayanan**

The Mahindra Mojo has been described as many things – a long distance tourer, a big roadster, a gentle naked, but in truth the machine is nothing but a show of strength. Here's Mahindra saying this is what they're capable of – we can build good motorcycles. After some days with the Mojo, I am compelled to agree, they've built a good motorcycle with a unique personality.

DESIGN, BUILD AND FINISH

I won't go into much detail about how it looks because you've probably read all about it. Instead, I'll tell you that while I didn't really like it at first, the design has grown on me. I don't mind the face so much anymore and I'm

quite fond of the slim tail. The Mojo looks really big and attracts a lot of attention from people who think it's a big bike thanks to the twin exhausts. It is a very well built motorcycle and uses some high quality feeling parts. I showed the hefty 182kg machine no respite over bad roads or speed breakers and there wasn't a rattle or squeak to be heard. Finish levels are also quite good but on a closer glance there are a few things that stick out, like the gaskets that are visible where the head meets the block or the rough finish inside the cut outs of the front disc brake. The silver finish above the footpegs is a bad idea because it's already scuffed and blackened from contact with my boots and looks messy. These are but a handful of tiny niggles on an otherwise well finished product.

ENGINE, PERFORMANCE AND ECONOMY

The Mojo's 295cc engine is one of the nicest parts of the motorcycle. The 27PS motor is quite rev happy, despite redlining at a relatively low 8,500rpm. But it makes so much torque through the rev range, you'll rarely need to rev it so high. The engine gets a bit grumbly below 2,500rpm but the ratios have been spread well to ensure good rideability. It's not as short geared and flexible as a KTM 200 Duke but doesn't feel excessively tall geared either. Performance is impressive for such a heavy motorcycle. We recorded an 8.6s run from 0-100kmph and a top speed of 142kmph at which point the speedo was reading out 150kmph. Such high speeds get quite buzzy but the Mojo

can settle into a comfortable 115-120kmph cruise. It is reasonably efficient for its power and weight, returning an overall 28.6kmpl which is just a little lower than the KTM 200 Duke.

But performance isn't the Mojo's only strong point – there's also the sound to go with it. The sole reason Mahindra retained the twin exhausts from the concept bike was so they could engineer a unique exhaust note. It's a loud motorcycle and sounds reminiscent of a twin cylinder like a V-Strom or Inazuma at certain points in the rev range. Rolling off the throttle from high revs produces a series of entertaining burbles and pops from the pipes. This is easily the best sounding single on sale today. Mahindra say the Mojo can be louder still by removing the baffles in the twin pipes, something we intend doing with our longterm bike.

RIDE AND HANDLING

The Mojo has a beautifully plush suspension that swallows up almost anything you throw at it. The motorcycle feels large at all times and it takes a bit of effort at the bars to get the thing turning. The Mojo definitely prefers long sweeping corners over tight switchbacks where the exhaust heat shields touch down at anything above moderate lean angles. The sticky Pirelli tyres are really welcome and you can feel them helping the chassis which tends to get disturbed by mid corner bumps. I put office tall man Lijo on the back seat and aside from his knees serving as arm rests for me, he was pretty comfortable on a 20 minute ride, saying he found the seat usable and grab rails easy to hold on to. Dynamically, you get the sense that the Mojo could be so much more if it shed some

weight and had better clearance but there's not much you can do about either without drastic modifications.

CONCLUSION

The Mojo occupies a niche in the market. It's the only 300cc single available today and its ₹1.65 lakh ex-Mumbai price is right between the 200 and 390 KTMs. When BMW's G 310 R arrives, it'll be priced significantly higher and won't really compete with the Mojo either. The Mojo is a fast but calm motorcycle and a very likeable one at that, if you're not the type who lives on rubber's edge. It feels built to last and is a proper attention grabber. I doubt it will be a runaway success, Mahindra is still too young a company for that but I'm sure that those who buy it for what it is will be happy customers. **OD**



The Mojo's ana-digital dials offer a good amount of information but a gear position indicator would be nice. Pirelli Diablo Rosso II tyres are excellent and give the Mojo confident cornering ability. The dual exhausts are cleanly executed and produce a nice noise



Mahindra Mojo

DRIVETRAIN

Type	295cc liquid-cooled single
Valvetrain	4-valve, DOHC
Max power	27PS@8,000rpm
Max torque	30Nm@5,500rpm
Power to weight	148.4PS/tonne
Gearbox	6-speed

SUSPENSION

Front/Rear	Upside down forks/mono shock
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BRAKES

Front/Rear	320mm disc/240mm disc
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WHEELS&TYRES

Tyre (F&R)	110/70-R17 & 150/60-R17
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GENERAL DATA

Kerb weight	182kg
Wheelbase	1465mm

PERFORMANCE

0-100kmph	8.6s
Top speed	142kmph

EFFICIENCY

City	26.5kmpl
Highway	35kmpl
Overall	28.6kmpl

PRICE: ₹1.65 lakh (ex-showroom Mumbai)



OD Rating ★★★★★
Price ₹87,194
(on-road Mumbai)

- + Looks
- + Engine
- + Brakes
- Ergonomics
- Matte finish maintenance

Cruise Liner

With a 150cc heart, the new Bajaj Avenger gets cruising to the

Words **Rishabh Bhaskar** Photography **Donald D'souza & Alan D-Cruz**

The Bajaj Avenger when launched, was billed as the poor man's Harley-Davidson. Its low slung cruiser stance, decent 180cc engine and Bajaj's killer pricing made it a sweet deal back then. Bajaj kept upgrading the powertrains, that were lifted off the Pulsars, but sales of the Avengers hit a ceiling and it was about time that Bajaj looked at upgrading the Avenger. What Bajaj has done instead is diversified the Avenger line up into the Cruise and Street, and the base Avenger 150 Street that you see here is aimed squarely at those who want a cruiser without busting the bank.

The 150cc Avenger is only available in the Street trim and at first glance it bears a striking resemblance to the Harley-Davidson Street 750. While the body panels are similar to the Avenger 220 Street and Cruise, the Avenger 150 Street gets gloss paint all over

with decals on the tank and a stripe that runs from the front fender to the tail section. The housing for the tell tale lights that sits on the tank is finished in matte black. The other bits that get the black treatment include the suspension units, instrument pod, mirrors and rear grab rail. The blacked out handlebar is nearly flat and lower than that on the Avenger 220 Cruise.

What's annoying though, is the location of the tell tale lights. With your head up while riding, only the instrument pod lies in your field of vision which means you have to look down to confirm if you have activated or cancelled the indicators and that means taking your eyes off the road for that split second. The seat's foam thickness has been increased which in turn has increased seat height by 15mm to 725mm. The seat felt comfy and my large derriere was easily accommodated.

But there's a glaring design flaw with the Avenger 150 Street and that's with the handlebar, footpeg and seat positioning. Bajaj, in their attempt at making the motorcycle suitable for urban environs, have pushed the handlebar a tad too far away from the rider. If you sit within the contours of the seat and place your legs on the foot rest, you'd have to stretch a bit to reach the handlebar, and to put things in perspective, my height is 5'11". Also, the Avengers Street and Cruise have the same rake and trail and similar footpeg position which adds to the discomfort.

Continuing to ride in such a position puts strain on your lower back and shoulders, which result in aches after a while. The best compromise is to sit slightly closer to the tank but that makes your spine upright and again the discomfort kicks in. Ideally, the handlebar should have been placed slightly



150cc engine offers good low and mid range torque. Refinement levels are incredible. New handlebar is set lower to aid manoeuvrability. New instrument pod gets LCD display

Now, the Avenger is not a corner carver but it's surefooted around a bend with the MRFs on 17-inch front and 15-inch rear alloy wheels offering decent grip. The brakes are sharp with good progression and offer good feedback. The Avenger 150 Street gets 240mm discs at the front and the unit is in fact, better than the one on the Avenger 220 Street/Cruise.

VERDICT

The Bajaj Avenger 150 Street has a lot going for it. Its styling resembles the bigger cruisers in the market. The engine is its hallmark and the smooth nature is what adds to the calm riding experience that cruisers ought to deliver. The dark stealth theme of the Avenger 150 Street is in line with modern times and the interests of the target age group (25-35 years). The riding position is a bit of an issue and we feel that swapping the handlebar with the one on the Avenger 220 Cruise can cure the problem. The immediacy of steering and flickability in the city may reduce and it certainly won't be cumbersome to ride. At ₹87,194 on-road Mumbai, the prospect of a cruiser at the price of a regular 150cc motorcycle makes the Avenger 150 Street an interesting proposition. **OD**

Bajaj Avenger 220 Cruise and 220 Street



The Avenger 220 Cruise is a retro-themed cruiser and looks similar to the outgoing Avenger, save for the new handlebar, instrument pod, footpegs and redesigned back rest. Dipped in a bucket full of chrome, the Avenger Cruise looks blingy – in a good way. The 220cc engine is grumpy and loves to rev. However, vibrations are pronounced in comparison to its 150cc sibling and the vibrations in the footpegs are bothersome over a long distance.



The Avenger 220 Street is aimed at riders who would primarily use it for city runabouts. The handlebar is set low and almost flat to allow filtering quickly through traffic but the riding position needs a little tweak. The motorcycle gets matte finished tank and side panels and, oddly, gloss front and rear fenders to distinguish it from the 150 Street. The black alloys look good and in this shade of black, the Avenger 220 Street looks sinister.

closer to the rider to offer better riding ergonomics. Other bits that I did not like were the silver matte finished heat shields on the exhaust pipe. They are poorly finished and in fact the same bits in chrome on the Avenger 220 Cruise look far better and will certainly last longer.

The engine is the gem here and Bajaj have done a fabulous job of re-configuring the Pulsar 150's engine for the Avenger 150 Street. It is smooth and refined across the rev range and the vibrations in the footpegs are far lesser than the Avenger 220 Cruise. It develops 14.5PS@9,000rpm and 12.5Nm@6,500rpm. It gets the larger air filter from the Pulsar 220 which results in a 10 per cent hike in torque over the Pulsar 150. The low and mid-range is the engine's strong point and considering the urban riding focus of this Avenger, the power delivery is just as required. Slicing through traffic is a breeze

and I had to rarely downshift to pull quick overtakes. Out on the highway, the engine is not buzzy at high speeds and cruising at 80-90kmph is possible without complaint. 0-60kmph was dispatched in 9.4 seconds and we recorded a top speed of 102kmph. When we rode it solo, the power felt sufficient but we feel the engine may feel a bit out of breath in case you load some luggage and carry a pillion up a *ghat* section. In the city, the Avenger managed 61.4kmpl and that figure climbed to 68.25kmpl on the highway.

The previous Avenger was prone to bottoming out over bumpy roads, especially with a pillion and Bajaj have changed the second spring rate in the rear suspension in the new Avenger to address this issue as well as to increase the load bearing capacity of the motorcycle. Ride quality over bad roads is impressive and the suspension did not bottom out over the harshest of bumps.

Bajaj Avenger 150 Street

DRIVETRAIN

Type	Air-cooled single cylinder
Valvetrain	2-valve, SOHC
Displacement	149cc
Max power	14.5PS@9,000rpm
Max torque	12.5Nm@6,500rpm
Power to weight	98.0PS/tonne
Gearbox	5-speed

SUSPENSION

Front/Rear	Telescopic forks/ Dual shock ab
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BRAKES

Front/Rear	240mm disc/130mm drum
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WHEELS&TYRES

Tyre (F&R)	90/90-17 & 130/90-15
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GENERAL DATA

Kerb weight	148kg
Wheelbase	1480mm

PERFORMANCE

0-60kmph	9.4s
Top speed	102kmph

EFFICIENCY

City	61.40kmpl
Highway	68.25kmpl
Overall	63.11kmph

PRICE: ₹87,194 (on-road Mumbai)



Love all

We've got every middle-weight motorcycle in India. Let the games begin

Words **Shubhabrata Marmar** Photography **Suresh Narayanan & Anis Shaikh**





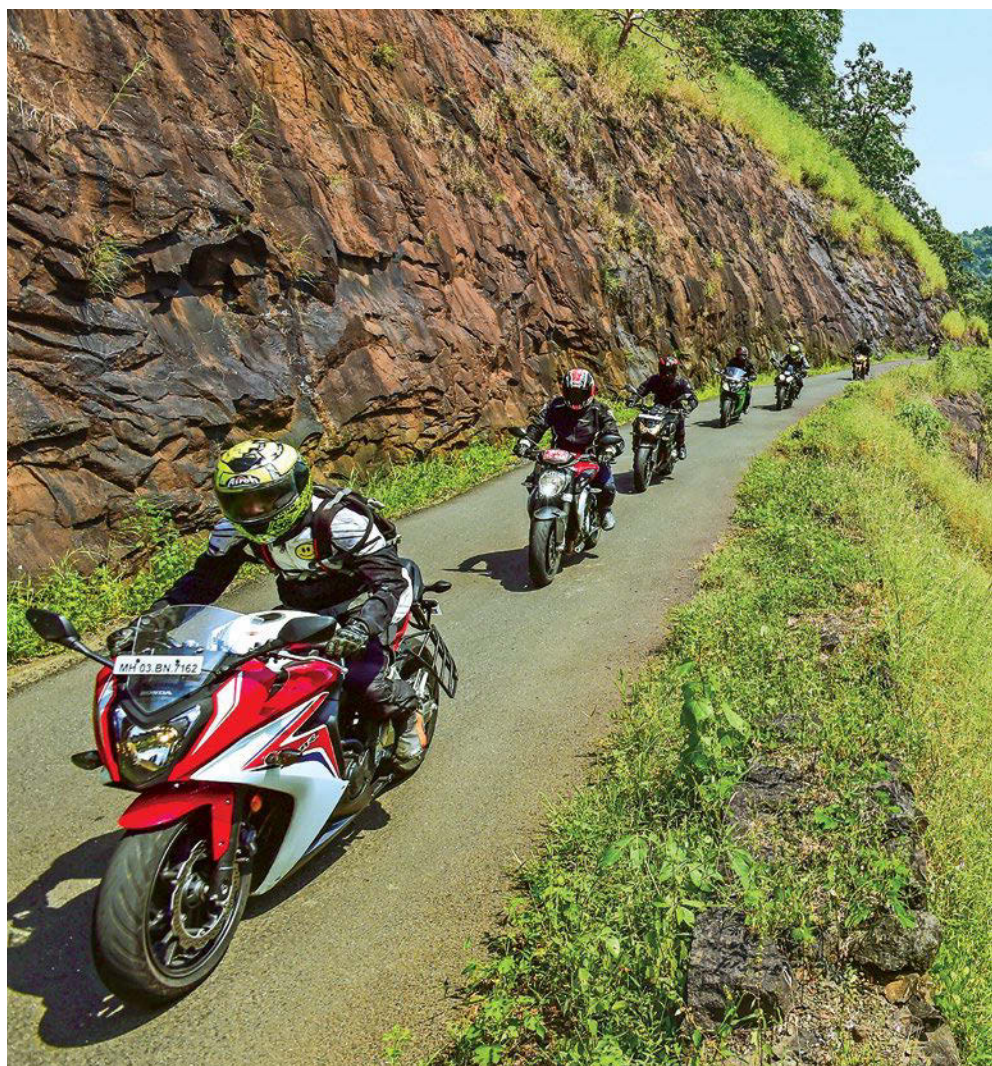


MV Augusta Brutale 800

The 800's triple is based on the F3's 675cc engine. The 79mm bore and a longer 54.3mm stroke create the new displacement. The 800 runs more compression at 13.3:1 while the exhaust is visually similar to the Brutale 675. The 125PS engine makes the same power as the original F3 but with substantially more torque. The MV's electronics include ride-by-wire, four engine maps (including custom) and eight-level traction control. The 800 also adds two teeth to the rear sprocket over the 675's. Note that tiny wheelbase – MV didn't update the 675 chassis outside of adding adjustable suspension. That's also why it weighs so little. And of course, there is that lovely single-sided swingarm.



Engine	12v DOHC 798cc three-cylinder
Max power	125PS@11,600rpm
Max torque	81Nm@8,600rpm
Kerb weight	187kg
Wheelbase	1,380mm
0-100kmph	3.07s
Top speed	238kmph
City economy	NA
Highway economy	NA
Overall economy	NA
+	Performance, appeal, intensity
-	Intensity, not on sale right now
Price	₹15 lakh estimated on-road Mumbai



You and I dream of bikes with limitless power and technology. But we all know deep down that bigger and faster isn't useful in India.

They're harder to ride and apart from bragging rights, the amazing power has miniscule advantages. So how much power, do you think, is just enough?

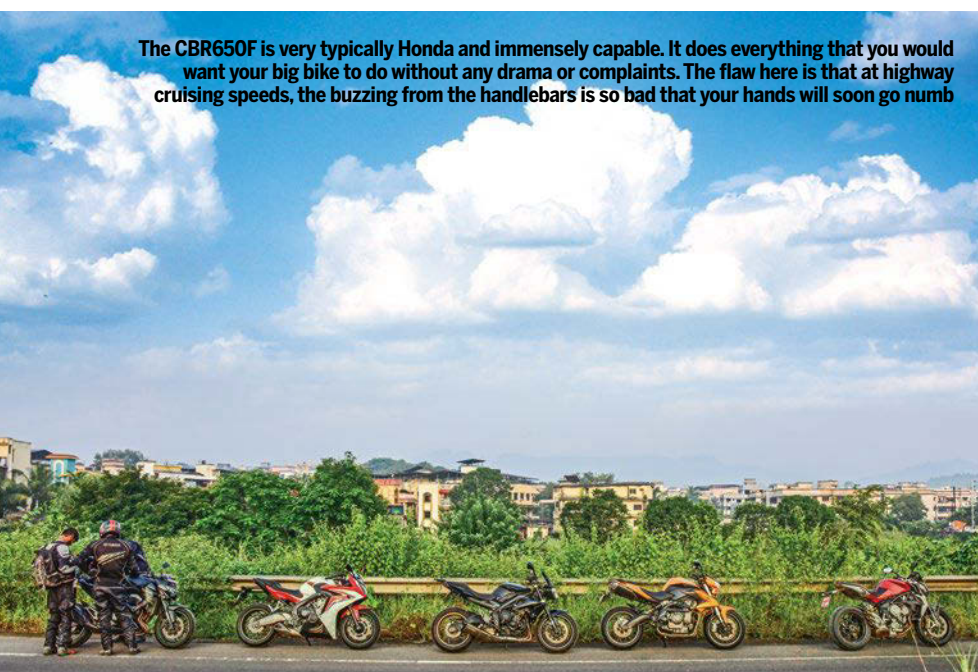
I know we all have our own answers to that question but I believe the answer is on these pages. We have motorcycles here that span 72 and 125PS and I'm convinced that if you need more, you're nuts. If you want less, though, there's a persuasive argument for a light 50PS motorcycle but I'd say you're setting the bar a bit low.

Let's meet the cast of our show. The 72PS Kawasaki Ninja 650R birthed the middleweight naked segment in India. It is a competent bike and its price, to this day, remains the benchmark. The other

twin is Ducati's Scrambler which has a significantly larger engine. A genuine, if whimsical Ducati, the Scrambler is rapid in performance but laidback in approach. A very different way to do a sporty mid-weight. The inline fours begin with the Benelli TNT 600i that also boasts a pretty special price. It also sounds illegally good with its stock exhaust. The Honda CBR650F boasts a larger engine as well as a slightly higher power output but the CBR is a proper Honda. It's well made and in theory, even an arthritic granny could ride it respectably fast. The final four is the Kawasaki Z800, another motorcycle that boasts a good price, good power and a calm disposition. The odd one out is, as usual, the Triple. The Triumph Street Triple is a hot favourite the world over though the 85PS (79PS as per ARAI) spec sold here simply isn't as effervescent as the genuine 106PS one. We failed to source a bone-



The CBR650F is very typically Honda and immensely capable. It does everything that you would want your big bike to do without any drama or complaints. The flaw here is that at highway cruising speeds, the buzzing from the handlebars is so bad that your hands will soon go numb



Benelli TNT 600i

The Benelli 600cc engine was built to be reliable and that's why it is slightly bigger and heavier than its Japanese peers – which reflects in its 231kg kerb weight. Evidently reliability, durability and easy service were more important than performance. The engine uses cast iron barrels cast in-block for stability, compression is a moderate 11.5:1 and Delphi supplies the fuel injection system with its 38mm throttle bodies. The engine is housed in a half-trellis frame that meets a cast aluminium rear. The wheelbase is very long and the steering geometry is very mild too. The 600i gets 50mm front forks, preload-only rear shock and twin 320mm discs up front. ABS, sadly, isn't available.



Engine	16v DOHC 600cc four cylinder
Max power	82PS@11,500rpm
Max torque	54.6Nm@10,500rpm
Kerb weight	231kg
Wheelbase	1480mm
0-100kmph	5.43s
Top speed	189kmph
City economy	NA
Highway economy	NA
Overall economy	NA
+	Value for money, sound
-	No ABS, almost everything else
Price	₹6.31 lakh on-road Mumbai





Triumph Street Triple

This generation of the StTriple might date back to 2013 but the engine is actually even older. The Indian version is the 85PS model (79PS as per ARAI) but we understand that the (UK) homologated Arrow produces the same power as the 106PS as the full power bike – and those are the performance figures quoted below. The big changes in 2013 made to the chassis were a new aluminium twin-spar featuring fewer pieces and less welds. The exhaust also moved from its undertail location. Triumph have also given the bike reduced rake at 24.1° and increased trail to 99.6mm. 41mm KYB forks, 310mm Nissin brakes and standard ABS round out the package. The new StTriple is likely to debut end-2016.



Engine	12v DOHC 675cc inline three cyl
Max power	106PS@11,850rpm (est with exhaust)
Max torque	68Nm@9,750rpm (est with exhaust)
Kerb weight	183kg
Wheelbase	1,410mm
0-100kmph	3.4s
Top speed	227kmph
City economy	16.9kmpl
Highway economy	25.2kmpl
Overall economy	18.9kmpl
+	Performance, handling, ride
-	Expensive, finish, wind protection
Price	₹9.7 lakh on-road Mumbai (Incl exhaust)



stock StTriple and decided to go with the Arrow-ed and mapped version. This brings about 100PS to the rear wheel (106PS at the crank, says the Interweb unless you remove the db killer) and adds ₹40,000-odd to an already high price. Can the goodness of the Triumph overcome its pricing? Just one of the questions facing us.

Finally, we drafted in the MV Agusta Brutale 800. Now Kinetic-MVA have made clear that since the B800 needs homologation, it's on-sale date isn't any time soon. But how could we resist the idea of a full-on sporty 125PS naked motorcycle, eh?

DESIGN, FINISH AND BUILD

The challenge for the mid-weight is to have a sense of panache that appeals without intimidating. This is important because these are the motorcycles that nurture blossoming passion in new riders. These motorcyclists are on their way to being lifelong riders. You want to lead them forward but not scare them off.

That's one of the issues with the Benelli. Its styling is a little anonymous and a little old-school sportsbike. It's sad that its Italian brothers, the 899 and the 1130 both boast decade old designs that have far more flair than the stodgy TNT 600i. In that sense, it isn't TNT, it's H₂O. However, India's mid-weight buyers exhibit a strong aspirational streak and the Benelli does have something for them. It looks and feels physically larger than the others. In pure motorcycling terms, this is not ideal. But to a new buyer whose immersion into bikes is more social/visual than in-saddle, big is better and big is cool.



The TNT helps itself by offering Italian cool in the twin triangular underseat exhausts and a few other details.

The Benelli's build and finish levels are acceptable. Other bikes here are better on both counts but the 600i is made well enough for this not to be an issue. Of course, you do have the option of spending a wee bit more and getting the GT instead – the panniers are optional. I don't think it is pretty but it does look like a newer design and it is distinctive to look at.

Come to think of it, that's exactly how I would describe the CBR650F too – distinctive but not pretty. The Honda takes approachable slightly too far and the sportsbike looks dashing in bodywork but a bit too mild overall. I suspect that a sleeker

headlamp alone would do wonders for the Honda. However, in quality, the CBR is a full-on Honda. The plastics gleam, panels fit just so and every inch of the motorcycle feels well made and like it will last.

The Kawasaki Z800 is close to the Honda though the CBR's plastics are at least a notch or two better across the board. The Z800 is, however, far more attractive to look at. That scowling headlamp looks terrific and the scanty bodywork in black looks very good. The Z800's behaviour is at odds with how aggressive it looks and that might be one of the cleverest things about the Kawasaki. Finish levels are a notch behind the Honda but build is excellent.

The Ninja 650's build and finish levels match the Z800's. But the design is far more in tune with its nature. It's now an old design but it looks calm, purposeful and not too aggressive. The inoffensive design, let's be clear, is neither going to be a decision clincher, nor a dealbreaker. In fact, I'd say the N650's design is perhaps the least important thing about this terrific Kawasaki.

The Triumph's design is odd. The tank and panels are sharp, smart and modern but the twin headlamp is a little gawky. But over time, Triumph have turned this bug into a feature. It does have utility too – most cars will give way to the StTriple quicker because of the headlamps. On the flip side, build is

decent but finish levels can improve.

The Ducati has the strongest styling component here. Aiming for a seventies dirtbike look, the Scrambler stands out, taking a dramatically different approach to a fast, middleweight motorcycle. Finish levels are much better than many current Ducatis but odd details like retainer springs on the exhaust – not just on the Scrambler – are baffling. However, unlike any of the other motorcycles here, the focus on design ends up making the Scrambler the least practical of the bikes here in some ways – we'll come to that. Build quality is very good and I suspect that the Ducati will stave off rattles from our roads for a long time successfully.

That brings us to the MV Agusta. So pretty! People naturally gravitate to the red-silver beauty and there's a lot to look at, including the lone single-sided swingarm amongst this crew. As Italian bikes should, the MV has a wealth of small details that show a remarkable attention to finish and design that elevates the Brutale to a different level of appeal and class. In the same breath, finish levels can improve. There's a veritable waterfall of breather tubes that cascade down the right side of the engine in a callous vee. It makes you wonder ceaselessly, "Why? Why would you just leave them hanging there?" Build quality is good but with springs this stiff, rattle-staving will be a challenge.

The Ducati Scrambler, with its high 'bars and laidback riding position is a comfortable motorcycle to be atop. The engine is mighty quick but the low speed crankiness typical of the Ducati L-twin still irritates. Full marks for styling, though



Kawasaki Ninja 650

The Kawasaki Ninja 650 is a workhorse. It's been around for a while and even the current form is three years old. However, the simple but proven 650cc parallel twin now powers many bikes and most updates to the bike – tellingly – have been either cosmetic or to the chassis. The 2012 version, for instance, updates the exhaust, added thicker foam-ed two-piece seats, added slightly more rear wheel travel as well as 10 per cent more rear load capacity. In that update also came the twin tubular swingarm design and new brake pads. Also new was the new ana-digi instruments. Along with that, the bike also received 20mm wider bars and bodywork designed to deflect heat away from the rider.



Engine	8v DOHC 649cc parallel twin
Max power	72.1PS@8,500rpm
Max torque	64Nm@7,000rpm
Kerb weight	209kg
Wheelbase	1,410mm
0-100kmph	4.1s
Top speed	209kmph
City economy	16kmpl
Highway economy	30.5kmpl
Overall economy	19.63kmpl
+	Indestructible feel, easy to ride
-	No ABS mars a terrific value package
Price	₹6.45 lakh on-road Mumbai





Kawasaki Z800

The Z800 engine is a bored up version of the erstwhile Z750 engine with a mild bump in compression, all tuned for more oomph in the low- and mid-range. 34mm throttle bodies feed the motor while final gearing was lowered two teeth for better acceleration. The chassis is a scaled down Z1000 but made in steel, hence the weight. The Z800 gets 41mm KYBs up front with rebound and preload. The rear KYB also gets the same adjustability. The design dates back to 2013 when the aggressive headlight, Z-pattern tail lamps and the belly cowl all showed up. The Z800 is now offered with ABS in India – 310mm Nissin discs are on duty up front.



Engine	16v DOHC 806cc inline four cyl
Max power	113PS@10,200rpm
Max torque	83Nm@8,000rpm
Kerb weight	229kg
Wheelbase	1,445mm
0-100kmph	3.76s
Top speed	233kmph
City economy	17.7kmpl
Highway economy	26.4kmpl
Overall economy	19.9kmpl
+	Refinement, manners, ride
-	Lacks involvement, wind protection
Price	₹8.7 lakh on-road Mumbai (see verdict)





The Honda CBR650F and the Kawasaki Z800 are the big four-cylinder options in the segment, boasting excellent new rider-friendly manners, great capability and will make outstanding India tourers. Wish the Honda looked more aggro though

POWERTRAIN, PERFORMANCE AND ECONOMY

Let's get economy out of the way. There aren't any stand-outs in this crew. All of these bikes circle the 20-24kmpl overall economy space returning about 16-18kmpl in the city while carefully highway work will show you 28-33kmpl. Economy isn't going to help you choose – which is as it should be.

The Benelli TNT600i has the smallest engine. The 600cc inline four makes 82PS but at 231kg, it is also the heaviest here. While the Z800's weight is close, the TNT is, wait for it, 48kg heavier than the lightest bike on this test. Uh oh. The 600i's performance is calm and it posts the slowest 0-100kmph times as well as top speeds – the only bike here that cannot touch 200kmph. However, like we've said before, the 600i is not to be purchased for its performance. It's a glorious sounding 600 that goes quick enough to acquit itself on the highway and the city. The powertrain and its refinement could use more finesse but it's a reasonably good starting point.

The Honda CBR650F's inline four should be the goal for the 600i. The Honda makes a little more power – 86.5PS, a lot more torque and is among the lighter motorcycles on this test. This results in a smooth, flexible motor that is really good to use as a new rider. Power delivery is strongly linear with utter predictability and it's very friendly. Actual performance is nearly identical to the Ninja 650 in 0-100kmph but the top speed is higher. But Honda's quiet civility is terrific for new riders. The Honda has just one

problem, really. The bars buzz between 100 and 140kmph hard enough to leave you with numb hands within two hours. That's exactly where you tend to cruise Indian highways and it makes the Honda's promising touring attributes fade a bit.

The biggest inline four is the Kawasaki Z800. It would've been incredible if it wasn't so heavy. At 229kg, the Kawasaki shows what was lost when the Z1000's aluminium frame was left out and a steel frame bought in instead. The effect is that despite having 113PS on tap – only the MV makes more – the Z800 is not much quicker than even the N650 to 100kmph. That said, give the Z800 a couple of hours, it'll win you over. The engine is as flexible as a yoga instructor. Speed comes easily to the Z800 and whether you're cruising or negotiating traffic, the Z800's refinement and tractability make it one of the easiest bikes here to ride.

The Triumph is similar in nature to the Kawasaki but its personality is stronger and more vibrant. The Street Triple cashes in its 40kg weight advantage by offering genuine performance. Add the exhaust and its song is bettered only by the rabid MV. Top speed is nearly 230kmph – wind protection is sorely needed. But what is lovely about the Triumph is its deep intake roar which is joined by a nice roar from the exhaust. As stock, the StTriple is given to whistling long but that intake roar all on its own, makes it the most satisfying of the bikes to ride here aurally. The engine's spread of power is also pretty broad but tall gearing makes it easy to stall in first



Honda CBR650F

The CBR650F showed up at Milan two years ago featuring a new liquid-cooled DOHC 16 valve inline four making 86.5PS. The fuel injected motor uses a wet multi-plate clutch and a 6-speed gearbox. The engine is hung from a steel twin-spar frame while an aluminium swingarm hosts the rear wheel. Honda speaks of tuning chassis rigidity to offer more rider feel. Suspension? 41mm front fork and preload-only rear shock. Honda offers dual 320mm ABS-equipped discs on the front. Honda also makes a naked machine named CB650F which is virtually identical to the CBR650F. In Honda's lineup, the CBR650 fills the performance space between the CBR500R and the CBR600RR.



Engine	16v DOHC 649cc inline four cyl
Max power	86.5PS@11,000rpm
Max torque	62.9Nm@8,000rpm
Kerb weight	215kg
Wheelbase	1,449mm
0-100kmph	3.9s
Top speed	226kmph
City economy	22.4kmpl
Highway economy	28.6kmpl
Overall economy	23.95kmpl
+	Easy to ride, high quality
-	Design, expensive
Price	₹8.25 lakh on-road Mumbai





Ducati Scrambler

The Scrambler uses the 803cc 90° twin from the Monster 796. But the engine was detuned to 75PS for its role in the retro-naked. In fact, the Scrambler is the sole air-cooled engine left in the Ducati line-up. The 2-1 exhaust on the right, wet multi-plate clutch and a 6-speed gearbox round out the chain-driven bike. The engine sits in Ducati's trellis frame while an aluminium swingarm is used out back. 41mm non-adjustable forks and preload-only rear shock come from Kayaba. Ducati employ a radially mounted Brembo monoblock up front, ABS is standard. The tyres are Pirelli MT 60 RS semi-knobbies with an 18-inch front wheel and a 17-inch rear.



Engine	4v desmo 803cc L-Twin
Max power	75PS@8,250rpm
Max torque	68Nm@5,750rpm
Kerb weight	193kg
Wheelbase	1,445mm
0-100kmph	3.9s
Top speed	205kmph
City economy	NA
Highway economy	NA
Overall economy	NA
+	Design, performance, feel
-	Wind protection, expensive
Price	₹7.97 lakh on-road Mumbai



Do opposites attract? The most expensive, most powerful and lightest motorcycle runs next to the most affordable, least powerful and heaviest one. The surprise is that you can buy only one of the them right now. And that both make solid buy-worthy points. But the MV... It is special. It's an animal

gear. But stick in fourth or fifth and you can pretty much do everything.

The Scrambler is a surprise. Its tiny dimensions nearly hide the 193kg motorcycle with 76PS on tap. The Ducati runs hard and strong to about 170kmph before power tails off. Like most Ducatis, throttle response is crisp and the big 90° V-twin likes to stay above 4,000rpm for smoothness. In our traffic conditions, the herky-jerky big V-twin behaviour is probably the hardest thing about the Ducati in terms of living with it. Performance is respectable. Top speed is 205kmph and at 3.4s to 100kmph, the Scrambler sits firmly in the fast end of the segment.

The MV Agusta, though, is the bee's knees. Its 125PS triple is mated to the second-lightest, shortest wheelbase-d motorcycle. The result is madness. Want perspective? The MV has 35kg and 35PS over the Honda CBR650F! The Brutale is constantly threatening to lift its front wheel, even in sixth gear. The power and torque are constantly being kept honest by traction control. Electric throttle response makes the MV hard to ride on anything less than perfect roads. I found that backing off the throttle response created a far more usable platform without any loss of the incredible power. It's no surprise then, that the MV has the highest power to weight ratio, the highest

top speed, a sub-3s 100kmph sprint. It makes everything else here feel flaccid. Flip side? It runs really hot. It's the first motorcycle I've tested where you're conscious of engine heat even at cruising speeds. We didn't get to run the MV through Mumbai traffic... thank god.

HANDLING, RIDE AND BRAKING

We begin, once more, at the Benelli. The 600i has the mildest manners and not the most ability here. The chassis turns predictably enough but it lacks refinement and accuracy compared to the others. Braking similarly, is the worst here. The brakes are spongy and feedback is limited. The lack of ABS (across the range, not just on the 600i) is a huge deal. The good thing is the ride. The 600i is soft and it absorbs our roads well. The suspension setup isn't terrific but the softness and the weight combine to produce a welcome result.

The Kawasaki Z800 shows how soft should be done. The Z800 is sprung well but feels almost plush. Bad roads are handled well and the Kawasaki is amongst the most comfortable of the bikes here over practically any kind of terrain. The Z800 feels long in corners but it understands how to use that to its advantage. It doesn't turn in especially quickly but it is super stable mid-turn. The trick is to enter slow and use the engine's torque and flexibility to drive

out of corners with authority. Get this right and the Z800 will work its rear tyre hard – and it feels great to ride like this. Brakes are friendly and strong and we like the fact that ABS is now standard.

The Triumph is similar but with far greater agility. While the Z800 does have rebound adjustment available front and rear, the Triumph only has preload on the rear monoshock. But it's a good base setup. The Triumph is plush on good roads and has the ability to handle bad roads too. What it doesn't like are sharp bumps which the forks struggle with a bit. The short wheelbase and the sporty nature give the StTriple very, very good cornering capabilities. It's the happiest motorcycle here by a margin in the corners and it is sporty without requiring the rider to be very skilled. It's a marvellous balance and the StTriple's enduring popularity and worldwide acclaim aren't hard to grasp. Also tremendous are the ABS brakes which offer incredible force and feedback. They're the best here barring the MV, no question.

The Ninja 650, in fact, isn't quite as capable but has that one thing missing from the Triple – indestructibility. The N650's suspension feels cruder than everything but the Benelli, but it's up to the job. The bike feels like it cannot be broken by roads and potholes and that's a wonderful feeling. As a result, even when the road is getting

uncomfortably broken, the N650 can be pushed hard. However, while a friendly, confident handler, the N650 feels a bit heavy in the corners and not particularly sporty.

It's the Honda that really nails the balance between sporty ride and handling. Its ride quality is well damped but not plush or wallowy. It absorbs more than you think it possibly could without feeling soft or wallowy under almost any condition. And yet, its handling is utterly neutral – it goes exactly where you point it and its reactions are both predictable and natural. The Triumph and the Honda, in this sense, are easily the motorcycles here with the greatest range in terms of keeping riders of all skills engaged and riding. Brakes are very, very good too – almost as good as the StTriple.

The Ducati Scrambler is different. It's very direct as bikes with wide bars tend to be and it turns much harder and grips a lot better than its block-pattern tyres suggest. Brakes are sharp and the ride is stiffer than you initially imagine. That said, it is the only bike here with any real soft-road ability and the Scrambler's charm is unique and immensely enjoyable.

Which brings us to the MV which is pure intensity. The wheelbase is dramatically shorter than the other bikes and that combines with its light weight almost too well. On perfect roads, the MV is

uncatchable. It falls to deep lean angles in an instant and its grip and the feedback from the rock solid chassis are unmatched. Hard drive out of corners, tempered by traction control make the MV incredibly fast in and out of corners. Lovely and unrelenting! When the roads are less than perfect though, the MV is a handful and actively scary. The stiff suspension gives it a rock hard ride quality and the MV is constantly lifting wheels over crests and feeling skittish. Mid-corner bumps, similarly, are troublesome and riding the MV fast on stock settings requires great skill and concentration. I suspect that the hidden blessing here is that the MV gets fully adjustable suspension so it should be possible to find a more supple, softer setting that works on our roads. But as it is, my word, the MV's an eye-opening gung-ho motorcycle and requires absolute commitment and skill. I desperately want!

VERDICT

I don't think riders in this segment should be purchasing bikes without ABS. And that flatly rules out recommendations for the Benelli 600i and the Ninja 650. The Benelli feels like an older design and is at the bottom of the spectrum anyway but look at the price and its value proposition. It is exactly the same price as the Ninja and offers an inline four – something Indians are crazy about.



MANY GOOD REASONS TO BUY EACH OF THE SEVEN, RIGHT? THE LACK OF ABS MAKES THE DECISION A WEE BUT EASIER. AND OF COURSE, THE MV'S NOT ON SALE, DRAT!



**YOU'D BE HARD
PRESSED TO FIND A
MORE REAL-WORLD
SWARM OF FAST
MOTORCYCLES. IF
YOU'RE SERIOUS
ABOUT RIDING, YOU
SHOULD BE ON ONE
OF THESE SEVEN**

Finding the Ninja 650 at the bottom, though, is genuinely heart breaking. It's a wonderfully priced, extremely capable machine and if I had one, I'd ride it everywhere without a care in the world. With ABS, it might have been second or even tops in the comparo, but without ABS, I just cannot recommend it.

I'd love to recommend the Brutale 800 but Kinetic is pretty clear that the B800 isn't coming anytime soon. Our guess would be a price around the ₹15 lakh mark and that's a lot of money. But for the money, the MV is an intense experience with the full gamut of electronics, enormous power and a light chassis that really dances. It is a beautiful motorcycle, no doubt.

Similarly, the Ducati Scrambler, the other Italian machine is hard to put into an order here. It's a dramatically different experience. The Scrambler is fast and capable. It's a hard motorcycle to tour on though – there is no wind protection and mounting luggage is surprisingly hard. Our test bike also happens to have the worst seat of this test. What you should also know is that the Scrambler is a premium bike despite the Classic costing under ₹8 lakh – not the highest price here. Service, for instance, costs twice as much as the Triumph and in that sense, you are buying a genuine premium motorcycle. It's a thrilling ride but it's a much more specific flavour than, for instance, the 821 Monster.

The top three, then, is between the Honda CBR650F, the Triumph Street Triple and the Kawasaki Z800. And it is a tough battle. The Honda comes third. The CBR650F is extremely capable and extraordinarily friendly. It'll corner harder than you think, do worse roads than you planned for and deliver a swift, satisfying ride. But the Honda looks meek, buzzes a bit and worst of all, is uninvolved to ride. It is a motorcycle you'll be besotted with after years and years of riding – and I suspect that the lion's chunk of middleweight motorcycle buyers aren't going to keep any of these bikes for years and years. For its ₹8.25 lakh (on-road Mumbai) price tag, the Honda also happens to be an expensive purchase, offering far less equipment than the Kawasaki and noticeably less performance than the Triumph.

The Triumph comes in second. Which is primarily down to its optimistic price. The stock Street Triple is ₹9.3 lakh on-road Mumbai and adding the exhaust takes that to ₹9.6 lakh. That's not a small amount of money. If the money isn't a problem, you'll get the best motorcycle of this group. The Street Triple can be as calm and friendly as the



Honda as well as nearly as intense as the MV, depending on your mood. Its intake noise, ride quality, handling as well as its brakes are absolutely terrific and its light weight makes all of these abilities (except noise, which isn't related) shine harder. To make it a genuinely capable all-rounder, budget another ₹15,000 for wind protection at the minimum, though.

The best deal of this lot, then, is the Kawasaki Z800. At ₹8.7 lakh on-road Mumbai (Octroi), it's ₹50,000 less than the Triumph but that's not the whole story. It seems the Kawasaki is ₹40,000 more expensive than usual specifically in Mumbai so in all other places, expect the Kawasaki to be ₹90,000-odd less than the Triumph. For the money, you get a civil motorcycle with immense ability and appeal, adjustable suspension and that amazing looking design. Like the Triumph, keep ₹15,000-odd in hand to add some wind protection before heading out on one of the best touring motorcycles in the country today.

The dream is of limitless power and technology but the truth is it takes a lot less to tick all the boxes. Given our chaotic, unpredictable conditions, less is more... **OD**



The two bikes that finish last here are in that position only thanks to one fatal flaw – the lack of ABS. It is unacceptable. Especially considering these two are the cheapest of the lot and will most likely be bought by first-time big bike buyers

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Running on fumes

Pushing yourself against all odds. That's what the Raid is about

Words & Photography **Rahul Richard**

Although there are several different theories on why anyone would willingly put themselves through the Raid de Himalaya, mine goes like this – remember that sense of adventure you had when you were six years old, climbing trees, popping bicycle wheelies, eating things you didn't recognise? Now imagine you're all grown up with a decent amount of money saved up in your bank account, but that has cost you some fun in the sun. Eating a strange fruit doesn't cut it anymore, so you buy yourself a car or motorcycle, spend some time and money on it, and step right up for one hell of an adventure at the Raid de Himalaya.

When we were asked which of us at OVERDRIVE would cover the

Raid, I jumped at the opportunity. Who wouldn't? It was the legendary Raid de Himalaya! But honestly, I was more excited about my first visit to the Himalayas. To add to that, I got a brand new Maruti Suzuki S-Cross to cover the event! A week of driving through the Himalayas, covering one of the most anticipated motorsport events in India? "It will be helluva lot of discomfort and aches," warned Bert. "But it's going to be one hell of an experience."

DAY 1 – GETTING TO THE RAID

An unofficial stage of the Raid is actually getting oneself to the start-line. In some cases, it involves getting your vehicle transported there while you travel comfortably, and in others, it means driving halfway

Maruti Suzuki Raid de Himalaya



An interesting entry was a Swift that received the full Xtreme treatment to take on the Raid. Samrat Yadav and his co-driver made it out alive after their car ran off a cliff, thanks to the roll cage. The Raid takes you through some of the most surreal locations in the country





across the country in a Gypsy with no creature comforts and hardened suspension that rattles your spinal cord. The Raid claimed some of its victims before it had even started. I heard that one of the entrants couldn't make it to the start because his vehicle burst into flames along the way. The next set of entrants that didn't catch the ceremonial start did make it up to Shimla, but didn't clear Scrutiny.

Plenty of participants don't enjoy the Raid, and that is part of the Raid ethos. You're pulled out of your comfort zone within ten minutes of the start. And that means right from Scrutiny where even the paper work starts to make you feel uncomfortable.

On the same day, I met Aravind KP, a seasoned rider with titles in the INRC and Supercross championship. He believes that the Raid is the INRC on steroids. "You cover around 300km in a day, which is almost twice the INRC," says Aravind, "However, it's got its own charm, you know?"

I was dying to find out what this charm was all about. I waited for the day to end, and when it did, I couldn't get a minute of sleep because of all the excitement. Big mistake, as it later turned out that it was the last chance I would have to sleep for anything longer than three hours at a stretch.

DAY 2 – SHIMLA TO MANALI (DISTANCE – APPROX. 300KM)

The Raid doesn't start when the competitors line up for the first stage at around 7am. It starts much earlier; closer to 3:30am, when the marshalls and other officials leave as a convoy to set up TCs (Time Checks) all through the stages. I had to ensure that I was part of this convoy, and fortunately (or unfortunately) for me, I was already awake, and didn't have to deal with the usual early morning grogginess.

We followed the convoy in the dark, so we could set up at stage two early enough and by first light, we had reached a ravine with a river running through the middle. Although all I saw were silhouettes, I could tell that by sunrise I would be in for a treat. I had seen the Western Ghats and the Eastern Ghats, but

Aditya Aggarwal, general manager of Maruti Suzuki



Racing has been running somewhere in Maruti Suzuki's DNA, as Suzuki takes part in a lot of motorsport events worldwide in both, two-wheeler and four-wheeler format. So in India, by God's grace, the Raid de Himalaya has emerged as one of the top motorsport events in the world. So Maruti Suzuki has been involved for the past 17 years and it's all just a way of life.

none of those mountains even compare to the sheer magnitude of the ones in the Himalayas. So when we finally set up shop somewhere halfway up stage two, I left everyone behind to walk further up the dirt road to sit at the edge of a cliff and watch the rest of the sunrise.

From where I sat, I had a bird's-eye view of close to three kilometres of the stage leading up to my vantage point. When the stage finally started, you could hear the echoes of motorcycle engines thundering all across the valley from miles away. I noticed that some participants, mostly the rookies, were pushing harder than the others. The more experienced of the lot knew better than that. They'd done the same thing at their first Raid, and by the end of day one, their vehicles had run their miles. The Raid is a test of man *and* machine, and each has to look after the other throughout the journey.

By the end of the first leg, the numbers in the Xtreme category were down from a 100 to around 70. From there we began our 150km journey towards Manali through Jalori Pass. The drive to Manali was long and we reached the hotel by midnight. By the time we hit the sack, it was 1am. "The convoy leaves tomorrow at 3am sharp," the orders were clear and firm.

Great. Two hours of sleep.

DAY 3 – MANALI TO DALHOUSIE (DISTANCE – APPROX. 350KM)

Waking up in very cold weather is quite a task. So the seven alarms I had set at intervals of two minutes each just about did their job of annoying me out of my bed. Although there were two stages scheduled for the day, only one could be held.

When we reached Kantindi, we were instructed to park there and walk up to the start. Little did we know that the start was a good three kilometres uphill. The four of us (the OVERDRIVE camera crew and I)



Maruti Suzuki Raid de Himalaya

began our trek up, and just as we were cursing our luck, one of the competitors passing by in his Gypsy offered us a lift to the start. So we hopped on to the back, with nothing but a spare tyre occupying all the space, and held on to whatever we could, cameras and all, as he made his way to the checkpoint.

I saw Tsering Lhakpa prepping his vehicle there, with music blaring from his speakers. "The music must never stop," he said with a big smile. "This is my seventh Raid and without music, this would be very hard to do. So the music must go on," he said as his co-driver, Venu Ramesh Kumar urged him to head to the start line.

This stage was a mix of both tarmac and

dirt. While the off-roaders had their share of fun in the dirt during the first leg, it was the Gypsies' turn to shine, at least on the tarmac bits. However, Suresh Rana, who was in the lead after leg one, held first place in his Grand Vitara. Raj Singh Rathore was gaining on him as he finished third, behind Harpreet Bawa. In the Xtreme two-wheelers section, Aravind KP was on top of his game with his TVS RTR 450FX, with his team-mate Natraj R following. In third place was Ashish Moudghil, who had returned to the Raid after a three-year hiatus.

After the stage, we had to make our way to Dalhousie which was 200 kilometres away. We asked the marshalls which route to take and they gave us two options — take the main

highway, which was probably faster, or take the route that the stage followed, the more scenic one. By a unanimous vote, we chose scenic over fast. You don't get to visit the Himalayas every other week, so you have to make the most of what you have.

However, we first had to make that long walk back to the car. Again, just as we started cursing our luck, I spotted an official's tow truck heading downhill. We stopped him in his tracks and hopped on to the back. The driver very generously offered us some delicious *barfi*, which we not so wisely chose over getting a good hold on to something so as to not fall off the truck.

We didn't regret the additional two hours



THE RAID IS A TEST OF MAN AND MACHINE. EACH ONE HAS TO LOOK AFTER THE OTHER TO GET TO THE END OF THE JOURNEY

we spent on the broken roads to Dalhousie. It seemed like the further into the Himalayas we went, the more gorgeous and cold it got. We reached Dalhousie relatively early, and managed to get a full three hours of sleep before waking up the next morning. It felt like quite a luxury, considering what lay ahead of us.

DAY 4 – DALHOUSIE TO SRINAGAR (DISTANCE – APPROX. 400KM)

By the third leg, the Raid was starting to take its toll on everybody, including me. And I was just a spectator. I could hardly imagine what the competitors were going through. Driving close to 400 kilometres in a day might be an easy feat on tarmac in the plains. However, in the mountains, covering a 100 kilometre stretch feels like twice the distance and takes twice as long. I wasn't even driving half as fast as the participants, and I was in a heated S-Cross with soft suspension to soak up the bumps. These guys had to put up with the cold, an uncomfort-



The participants in the two-wheeler category are the real heroes, riding through some of the toughest terrain all alone, exposed to the elements

Maruti Suzuki Raid de Himalaya



Gypsies seem to be the choice for most participants because they are affordable, easy to customise and tough as a nut. However, sometimes in motorsport, even the best of vehicles suffer mechanical issues

able ride and lack of sleep.

As usual, the convoy headed out at three in the morning, towards Sanghni. The stage was set across 56 kilometres of broken roads, tiny villages and massive green valleys that stretched out as far as the eye could see. We parked a little ahead of an army camp and set up the cameras. While we waited for the stage to open, the Army men generously offered us nice hot cuppas, and we got chatting. They told us that this was very hostile territory, and that in 2008, there were some terrorist encounters recorded in this area. That unnerved me a little and to add to that, I had recently watched a play about a Norwegian playwright who was kidnapped and killed by terrorists in Kashmir several years ago. So once the stage started, I wandered ahead to find a nice spot to shoot, hoping not to get nabbed. I walked up the broken road till suddenly, it turned to freshly paved tarmac roads. I found out

that the tarmac marked the beginning of Jammu and Kashmir while the broken road belonged to Himachal Pradesh.

The competitors who had made it this far were starting to get a little more confident now, and they seemed to be pushing harder. This is when I first noticed a customised yellow Royal Enfield ridden by Sarah Kashyap, although at the end of the pack, doggedly making its way through every stage.

By the time the final participant had finished, the chopper for an air-evacuation had been dispatched. Something serious had taken place and only on the way to Srinagar did I see the wrecked Gypsy driven by Samrat Yadav, all the way at the bottom of a steep ravine. From the looks of it, something had gone wrong with his vehicle, which caused it to go straight off a cliff during the transport stage. Thanks to the roll bars, there were no fatalities.

We continued further till we had the option of taking the main highway, or cutting through Sinthan Pass, which, according to all the locals, was the better route and therefore our choice too. However, as we went higher, the roads got worse to the point that the route had turned into a rough path carved out of the mountain with boulders the size of armoured trucks scattered all over. To make things worse, none of the locals knew precisely how far we were from the top. While one said we were just 20 minutes away, the next said that we were at least an hour from it. They were all wrong though, as it took us nearly four hours to scale the pass, where to my relief, I saw tarmac. We stopped at the top to split a Snicker bar, a rare treat from our limited rations, to celebrate the climb and completing 1,000 kilometres on the odo, when we noticed a beautiful trace of the Milky Way above us.

The rest of the journey to Srinagar was smooth sailing as I finally got the chance to let the S-Cross stretch her legs on smooth tarmac. We were back in bed quite late, to finally get some shut eye at one in the morning.

DAY 5 – SRINAGAR TO RANGDUM (DISTANCE – APPROX. 300KM)

The convoy was on the road by three the same morning and we were headed to Rangdum, the final destination before we headed back to Srinagar to wrap up. We were driving up Sonamarg towards Zoji La, and as the convoy stopped for a break, we decided to examine the S-Cross.

“No punctures or damage to the car,” I declared proudly.

“Let’s see if it makes it to Rangdum,” the cautious side of me reminded.

“Of course. Of course, it will,” I grew optimistic as I got back into the car and doggedly drove on.



By the time we reached Zoji La, the sun had started to rise, lighting up the valley from behind the horizon, and I came to a sudden halt and stepped out of the car to fully appreciate what I was looking at. The road went right through the middle of a valley that was surrounded by huge snow-capped mountains. In the heat of the moment, I forgot how high in the mountains I was and found myself standing in nothing but a thin shirt and jeans at three degrees Celsius. I jumped back into the warmth of my car and continued onward.

The first stage was from Dras to Umba La, and although they were expecting snow and ice, the weather didn't play foul. The roads were manageable and not too broken, but a small mistake meant shooting down a steep cliff. It was a steady, steep climb to the top, and at this altitude after all three legs, the vehicles were really taking a beating. The second stage, from Panikher to Rangdum was a 53 kilometre competitive stage through some of the worst roads I've ever seen. The order of the top three in the two-wheeler Xtreme category hadn't changed with Aravind KP leading, followed by Natraj R and Ashish Moudghil.

Once the participants had completed the stage, it was my turn to make it up to Rangdum. It felt like the longest, most arduous journey I've ever been through. I started my climb just as the sun started to set and it was dark by the time I got to the worst stretch of the road. We finally reached the camp, and after rambling around till we found our tent, we were out cold. Literally.

DAY 6 – RANGDUM (DISTANCE – APPROX. 180KM)

What I woke up to the next morning made all of it worth it. As a writer, I try to capture as much of my experience in words, but as PG Wodehouse said, "The trouble about telling a story is that words are so feeble a means of depicting the supreme moments of life."

Rangdum is a large expanse of flat land at 3,657 metres above sea level, with enormous barren snow-capped mountains and glaciers surrounding it. It was close to five degree Celsius plus wind-chill during the day and around -10 degree Celsius at night. This was going to be the toughest leg of the Raid, with two stages spanning around 90 kilometres each, with dirt roads running between Rangdum and Padum. After five days of continuous driving through some of the toughest



terrain, with very little sleep, and no time to eat, this was going to be quite a feat, for both man and machine. To add to that, the competitors were allowed 70 minutes to complete the stage. Lowis Siangshai and Sonam Wangchuk, despite being rookies, broke the stage record with a staggering 77 minutes. "We initially agreed upon taking it easy and just completing the stage," said Sonam, as we sat around a small wood fire heater in the tent. "But once you're in the car and start the stage, you just want to give it all you've got and be the best."

The Raid is about taking hold of the competitor. Sometimes the car is the target, sometimes the driver. Long hours, cold climates, difficult conditions to sleep in – by that, I mean in a cotton tent at 4,000 metres, where temperatures are sub-zero – these things chip away at your very soul. This was evident even from a spectator's point of view. The air felt very thin, and every movement drew twice as much energy as it would in the plains. I realised this when I stupidly ran to my camera to get a good shot, and I almost fell face first due to the lack of oxygen. "Slow, restricted movements," I reminded myself.

Suresh Rana, who was leading the Xtreme 4x4 category all this while, rolled his car, which cost him 20 minutes and sent him to third place. Making the most of this opportunity Raj Singh Rathore took the lead.

The S-Cross took on all the punishment of the Adventure Trial category and made it to the finish line. What initially started as a drift, ended as a face first fall for this participant below



Maruti Suzuki Raid de Himalaya

When I got back to camp, all the vehicles were swarming with mechanics all around trying to prep them for the final leg of the journey. By the time I got dinner and did my last minute check-ups of the S-Cross, it was half past one in the morning. We unanimously decided to skip sleeping and get a head start so we could get to the finish line well ahead of everyone else, to get a little shut eye there.

DAY 7 – RANGDUM TO SRINAGAR (DISTANCE – APPROX. 300KM)

As soon as we left camp, I took a left turn and drove for a few minutes before realising that I had lost the road quite some time back. Fortunately, I saw the headlights of another car far away and drove vaguely in that direction, till my wheels were back on the road. We made it to Dras where the final competitive stage was to end. It was the same stage that was run on Day 5, but this time, black ice had formed on the road. “I fell around 120km from the final TC and broke my collar bone, when I slid on the ice. But I promised her (pointing at the bike) that I would get her back to Srinagar. So I

picked her up and did just that,” said Sarah Kashyap.

Aravind KP was the first to make it down and was quite happy about his first win in the Raid, “This was the only trophy missing in my house.” He was soon joined by Natraj R and then Ashish Moudghil.

As I said my goodbye to the Himalayas, I asked why anyone would willingly put themselves through this. “Love for the mountains,” seemed to be the unanimous answer. And only as I looked back at my journey so far, did I understand the full meaning of what they said.

As the rest of the participants rolled down to the finish, most of them didn’t care which position they were in. They were just happy to have made it out alive with their vehicles still in one piece. Just like I did even though I was quite worried about whether or not the S-Cross would make it to the end. It’s a car built for paved roads, and where we went, there were no roads at all. But as long as I took care of her, she always seemed to take care of me. I guess the same applied to all the 63 vehicles that crossed the finish line that day. **OD**



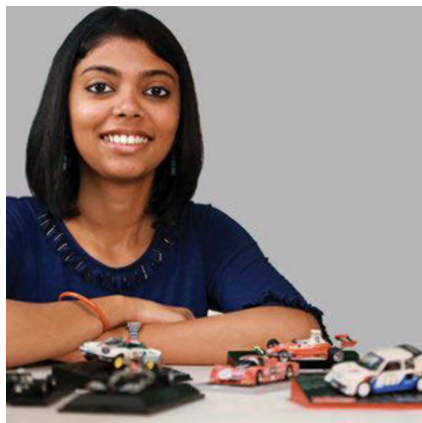
Is it possible to grow up without heroes? Perhaps it is. Maybe there are people in the world who are so self-assured that they never look to others for inspiration. I certainly wasn't one of them. My childhood idols ranged from an assorted bunch of fictional characters like Atticus Finch, Anne Shirley and Peter Parker, to writers like James Herriot and musicians like David Bowie. All of whom occupied small, yet very significant, nooks in my life. Even if you couldn't detect their presence, they certainly were there.

I suppose the more obvious influences happened to be a certain scarlet-clad seven-time world champion. An incredibly courageous F1 driver from the '70s whose characteristic red baseball cap can still be seen bobbing around in the paddock. And that charming gentleman often acknowledged to be the greatest driver in the world never to win an F1 title.

Well, fictional or otherwise, I admired all these people for different reasons. I idolised them when I was little. Looked at them slightly more critically when I grew up. And gradually started to see them for who they were. Brilliant individuals in their own right. But also human. Which meant that, like you and me, they were flawed. And, like you and me, they made mistakes.

So it was that over the years I grew to accept the victory leaps, with the stripping of points and the loss of face (and titles). To accept the seven world championships along with the suddenly stalled car at Rascasse Corner and the punishment that followed. I neither condoned nor approved of such behaviour. But I suppose I learned to slowly accept the humanity of everyone I idolised, rather than any sort of alleged divinity that I might have attributed to them. And I learned to understand that being a hero is neither easy, nor realistic.

I remember when my understanding of what courage really is evolved a little. Growing up watching motorsport, I'd always assumed that courage meant never admitting you were afraid. Never showing the world any sign of weakness. And being 100 per cent committed through any sort of circumstance on the racetrack... irrespective of the consequences. But then I found a copy of *Formula One: Unseen Archives* by Tim Hill and first read of Niki Lauda's accident at Nordschleife in 1976. I was at first only too willing to attribute to Lauda superhuman qualities when I learned of



Vaishali Dinakaran

trained to do whatever it takes to achieve their goals. It is what they live for. Sometimes this willingness to do just about anything leads them to play dirty on the racetrack and push fellow racers to the extreme. At other times, it takes on the form of outright flaunting of the rules that might endanger a fellow racer. Sometimes it even involves searching for loopholes in the rulebook and appealing against decisions made by race stewards. On occasion it involves psychological warfare - that desire to get under a fellow racer's skin and inside his head. Most of the time it causes a shift from the clean black and white of the chequered flag, and instead plunges racing into murky grey shadows. Oh these shadows aren't seen every day, but when they do surface motorsport takes on a dark and sinister side.

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Rewards and punishments are doled out in equal measure, championship outcomes change and history diverts from the path it was meant to take

how, just six weeks after the accident that nearly killed him, he got back into the cockpit of an F1 car and drove to a fourth-place finish at Monza. To me it was something mere mortals were not capable of. But then came the very last race of the season...

...There was torrential rain in Japan, and Lauda decided to pull out of the race. Which meant that his title rival, McLaren's James Hunt, won the championship by a single point. The consequences? Some accused Lauda of cowardice. And Ferrari was very angry with him for denying them their second world championship in a row. Lauda's stance was simple though. He wasn't willing to risk his life for a title. Of course, that didn't stop him from coming back and taking two more world titles in 1977 and 1984. But at that moment in Suzuka in 1976, Niki Lauda proved that you could be just as courageous by deciding not to race... by deciding to forego a championship. He showed the world that he was human. It wasn't an easy decision to make.

Why, you ask? Because racers aren't programmed to throw away titles. They're programmed to win them. They are trained to strive for perfection. To be faster than every other person on the same starting grid as them. And, more often than not, they are

In life, for every action there are consequences. Rewards and punishments are doled out in equal measure, championship outcomes change and history diverts from the path it was meant to take to the path it does take. Some people rejoice. Others are disappointed. Still more are disillusioned.

The truth, though, is that the only illusion is the one we create - that our heroes are invincible and infallible. They aren't. Sometimes, through the glitter of medals and trophies, through the foggy, giddy spray of champagne, we see the cracks. And we see the pedestals that we'd created for them to stand on crumble away beneath their feet. They touch the earth once again. They stand on the same soil as us. And, more often than not, once they've served their time, they go back to doing what it is they do best. There's no guarantee that they won't slip up again. But they will have learned their lessons and the generations that follow will try and keep those lessons in mind. And the show will go on. Things will go back to being black and white... until the next patch of grey surfaces.

Thus we create our heroes. Thus we tear them down. Thus the circle of life continues. **OD**



Spanish encounter

Ogier's loss is Mikkelsen's gain!

Words **Bertrand Dsouza**

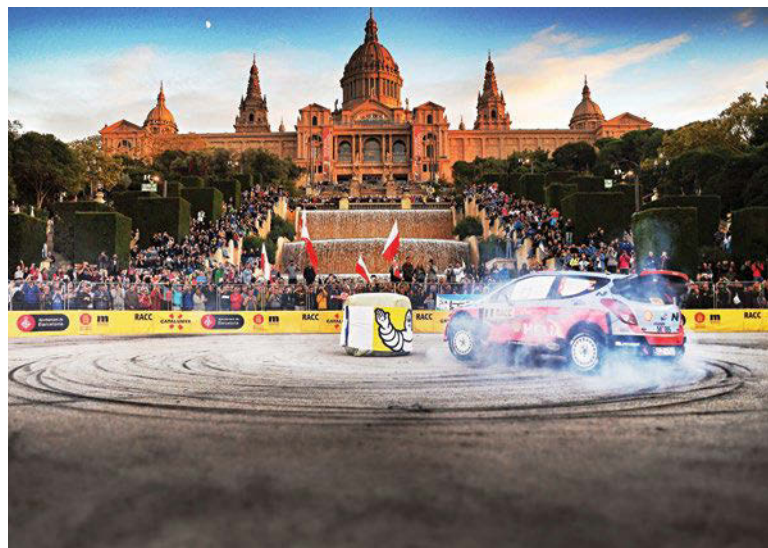
It's been a long time since I made the pilgrimage to a WRC event, and I wasn't going to refuse Hyundai's invitation to travel to Barcelona for the Spanish leg of the WRC. The RallyRACC is the penultimate leg on the 13 event WRC calendar. It also marked the first WRC win for Norwegian Andreas Mikkelsen, who maintained a strong pace from start to finish despite some serious threats thrown up by compatriot Jari-Matti Latvala. Before this event began, Sebastian Ogier had already tied up the championship with seven wins and had nothing left to prove. Unfortunately what could have turned out to be another glorious run for the Frenchman turned to disaster on the final stage of the rally. A freak accident saw him slam into a barricade putting him out of the event. But that is what makes the Spanish rally interesting—a combination of gravel and tarmac stages mixes it up for drivers who have to transform their strategies and approach to the stages overnight.

The change in terrain does not afflict just the drivers—service crews get hit harder than the drivers. That is because in just a little over an hour, service crews have to turn the car around, changing entire suspension systems and drivetrains to adapt to the change in surface. While a

completely different setup is required for gravel thanks to the loose and uneven surfaces, the tarmac stages need a setup that allows downforce to play a bigger part in the equation. It's all very touch and go but watching the service mechanics blaze around a car and change the entire underpinning, and several components from the drive line in roughly an hour and ten minutes is earth shattering. One moment, there's a vacant garage and the next it's the mechs rather than the drivers racing against time.

Day one of the RallyRACC was a special stage held within Barcelona city against the backdrop of the Palau Nacional, an imposing building whose grounds made for one of the most spectacular special stages on the entire calendar. Ogier in his Volkswagen Polo R WRC aced the stage leading Thierry Neuville in his Hyundai i20 WRC with Mikkelsen trailing in third. The spectators were treated to not just the spectacle of the WRC cars drifting their way through the course but a special classic rally car stage and driver-signing event that gave them enough reason to cheer out loud.

Day two was a dusty day that saw different drivers setting the pace and winning the various stages. Hayden Paddon (Hyundai), Mads Ostberg (Citroen), Robert Kubica (Ford), Ott Tänak (Ford) and Latvala (Volkswagen)



Dani Sordo delights the home crowd in Barcelona. VW service crews work against the 1 hour 7 minute deadline to adapt the car to tarmac stages. Notice the suspension has been completely taken off and the transfer case is being removed as well

all took the lead at various stages. But it was Ogier who continued to dominate the leaderboard. Dani Sordo (Hyundai) climbed into fourth position at the end of the day and was trying hard to find the pace to match up to that set by the Volkswagens. "I'm aware that catching Sébastien Ogier and Jari-Matti Latvala will be extremely difficult, and I also have Mads Ostberg behind I need to keep an eye on. I took great risks except for the last stage where I did not want to collect a puncture or make mistakes," said Dani. At the end of day two, the cars had to be prepared all over again for the following day's stages which moved from gravel to tarmac.

Day three and four were both tarmac stages, fast but not as dramatic as the previous day's stages. The lack of drama was, however, made up by the sheer pace of the cars as the drivers roared through the stages. Volkswagen clearly dominated the proceedings of the day as they have at every other tarmac rally, with Ogier winning five stages of the day and Latvala, three. Ott Tänak and Jari-Matti Latvala both had a grim day with errors barring their progress. Latvala and Mikkelsen in fact consistently traded places in an effort to gain an upper hand until a puncture for Latvala allowed Mikkelsen to get ahead firmly. Latvala's

puncture also gave Dani Sordo more breathing space to inch closer to the podium. Though the Hyundai according to team principal Michael Nandan clearly lacked the pace, "the start of the first day on tarmac was a bit difficult for our cars – the riders said they had a lot of understeer. We were able to improve the performance by modifying the suspension set-up. I'm happy that Daniel Sordo still has hopes to get a good result at his home round."

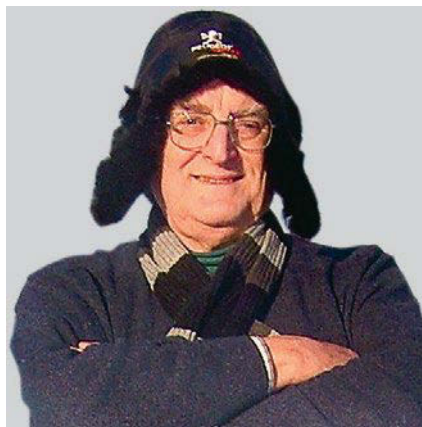
The final day opened up with the Volkswagen taking up all the top three positions with Ogier in the lead followed by Mikkelsen and Latvala. Disaster, however, struck Ogier on the final stage of the day, when he lost control of his car and struck a barrier, severely ending his hopes of taking a ninth win. The crash was in fact so severe that the stage had to be closed and the rest of the pack had to drive back to Salou for the podium finish on an alternate route, settling for a standard time. This handed Andreas Mikkelsen his first WRC win with Latvala coming in second. Dani Sordo who placed third gave plenty reason for the home crowds to cheer wildly as he drove onto the podium. By the time you read this, the 2015 WRC would have concluded at the final stage at Wales, Great Britain. **OD**

Norwegian rally man Mads Ostberg is 28-years old. He is already a veteran of 89 world championship rallies, winner of one, five times in second place and on the podium on fourteen occasions, more often on the podium than he has had to retire from a world championship rally. As the final round of the 2015 WRC season approached, we asked him how he felt about being the highest placed non-Volkswagen driver in the world championship, the “best of the rest”, and also specifically if he found it strange that he should be leading his team-mate Kris Meeke, the officially nominated top driver of the Citroen Racing team, even though Mads has competed in one fewer round of the championship this year?

I asked him if that felt weird. “No, definitely not weird. I don’t see why it should be weird. We have chosen a bit different strategy to Kris. On the occasions when we have not been prepared for an event we have settled instead for the decent speed. Kris, however, has still been pushing, and when you try without being properly prepared, very often you end up off the road, and I think that is what we have seen many times (for Kris).”

Listening to all of Mads’ comments on the radio I got the impression that he was never really happy with the set-up of his car. “It has been quite a tricky season. We have done many rallies without prior testing, which means we go into rallies trying to find a good set up during the event. That is not very easy, so I have been struggling with that. On some rallies, I have been very happy with the car and other rallies, we have definitely been struggling. So it has been quite difficult and I think we have done the only thing we could do when we have not been well prepared, we have settled for a decent speed and I tried to get a good result.”

But has 2015 gone as expected for Mads, apart from the strange thing in Australia? “Well at least we are not far off what we have been trying to do.” According to Mads, the aim for the season was to be a bit more careful, to try to get to the end of all rallies. “2015 has not been the most interesting year, but it has been a good year in many ways. We have gained a lot of points, had some very strong results and apart from the incident in Australia, I think it has been working quite well.” He missed starting in Australia because of his accident in recce when he collided with



Martin Holmes

rallies though – Mexico where they finished second, Argentina too, where they had a one-two finish with Kris first and Mads second.

Coming up to his career with Citroen, Mads was noted for two special things, his incredible trustworthiness and reliability behind the wheel, and the fact that his asphalt driver skills fall well short of his gravel expertise. How does he now consider his driving on tarmac is progressing, especially because his fourth place on the mainly asphalt Catalunya Rally was a good sign, but no good news here. “It has not really developed, I cannot move forward without practice and that is why we really just have settled for the results we have done so far (Germany seventh, Spain fourth). We have to change that for the future. I have to have more time on tarmac. If I can’t find that in the team’s programme

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Before Citroen, Mads was noted for two special things, his incredible trustworthiness and reliability behind the wheel, and the fact that his asphalt driver skills fall well short of his gravel expertise

an enormous logging truck travelling down the stage in the wrong direction. I got the distinct impression that when he first saw that truck, it was on the wrong side – it looked like it suddenly swerved to the correct side of the road. Was that right? “Yes that is correct. I was really surprised by the handling of the truck! It was a scary moment for sure and nothing you want to happen, but okay maybe it is something that can happen from time to time and unfortunately it was my turn. It was a very bad feeling and it was a very difficult decision not to start the rally.”

Something has been missing from Ostberg’s – and Citroen’s – season, but it was difficult to put a finger on the lack of consistency in the team’s performances. Has anything apart from Australia been really frustrating for Mads this year? “From time to time, it has been maybe not frustrating but difficult for sure. I think maybe Poland was the most difficult. We went there after a long time since we had last tested, with no testing specifically for Poland. It was very difficult to enter this high-speed event unprepared. That was very frustrating and I felt like a bad driver, and I didn’t have any idea what we could do. It was difficult.” They had finished ninth overall in the rally. There were other really good

we have to look somewhere else to try to improve. We need more time in the car so we have to find the solution for that.” And as for the car itself, has Citroen matched the pace of development shown by rival teams? “We have done some small upgrades with the car, but for sure we are not where we want to be. I think everyone can agree on that. We can see that the potential is there but we need to change quite a lot and it will not happen in the near future.” Assuming he stays with the team, will it be with the same type of car, same specification, next year? “Yes, we will try to do something but for the moment, it is a difficult question to answer because I am not in charge of the technical side so we need to work a little bit more. We need to get more experience with what we are working with at the moment. Hopefully we can do it as soon as possible but I am not sure if it will be before next year.”

And finally, the burning question which faces every professional driver, especially at this time of the season. Has anybody suggested if he will stay with the team or it is uncertain? “Not for the moment, we have no information that we can stay and no information that we have to leave, so for the moment, it is out in the open.” **OD**

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Isle of mine

Marquez's new name for the track he claimed in such style

Words **Michael Scott**



Racing heaven is a place on earth. You can go there, and if you are lucky, you might even see the Race of the Century. If you missed it this year, stay calm. Phillip Island has a habit of having a Race of the Century almost every time it's warm and sunny. Pity that doesn't happen more often.

This year's version was truly one of the very best – a four-way battle up front that could have gone any way until the end. Which was when it went the other way. Jorge Lorenzo (Movistar Yamaha) had led more than anybody, and had six-tenths advantage as they started the 27th and last lap of the superb, sun-shimmering seaside circuit.

Not even Marc Marquez was quite sure where he'd found his final lap, but it was the fastest of the race. "I pushed like it was a qualifying lap. I braked really late for Turn 4" (the old Honda Hairpin) "and took a lot of metres. I thought then maybe it would be possible. Then push, push, push."

When they arrived at Turn 10 (MG Corner), "I was behind. I thought – 'Okay, I will try, but only if I see clear'. Then I see clear, just release the brake, and go in."

The Repsol Honda rider's fifth win of the year (one more than Rossi) was also his career 50th, and one of his best. Lorenzo's consolation at a surprise defeat was that all the same, the title tide had turned back his way.

For that was only part of the drama.

Their companions all race long had been Valentino Rossi (Movistar Yamaha) and second-fastest qualifier Andrea Iannone. The Ducati rider earned his grid position by following Lorenzo, to the Spaniard's spoken displeasure, for he was third, Marquez on pole. In the race, he could do more than follow. Hanging on grimly through the sweeps, he had a great surge of Ducati power to use every time down the front straight, to regain places over and again into the Turn 1 sweep.

His best overtake was on lap 25. He was fourth; just ahead Rossi pushed inside Marquez at MG in a text-book blocker. It slowed both of them. Iannone was perfectly poised to dive through the gap as they ran wide, to take over second place.

His most important was on the final lap, a few yards further on. Rossi had outbraked him into the corner, but he was ready and took third place back right on the exit. From there, the Desmosedici surge meant he was invulnerable, for his third podium of the season.

And Rossi? He was the big loser, by a heart-breaking 88 hundredths of a second. From victory last year to fourth place this year was especially sobering, because it meant a loss of seven of the 18-points advantage he brought to his favourite circuit.

"Today, the results could have been better if I would have been able to overtake Iannone on the last lap. It was a shame I wasn't able to stay on the podium – I had good pace and good speed. But it was still a good race," he said.

All riders chose Bridgestone's special new asymmetric front tyre, and all of significance the softer-option rear; so the only question of tyre tactics would be in the art of preservation. This makes the final outcome more revealing.

Marquez started from pole for the eighth time; Rossi on row three behind Dani Pedrosa (Repsol Honda), Cal Crutchlow (LCR Honda) and a flying Maverick Vinales (Suzuki), overcoming a 15kmph top-speed disadvantage.

But it was Iannone seizing control into the first corner after a rocket-ship launch and Lorenzo into second. Pedrosa held fourth from Crutchlow and Rossi at the end of the first lap.

Lorenzo was ahead of Iannone over the line, only for the red bike to surge past again before the first corner, a pattern that would be repeated also with other riders. Boy that Ducati is fast: 348kmph the best, in free



practice, ten faster than Marquez's best, and 14 more than Lorenzo.

Rossi was on the move by lap three, past first Pedrosa and next time Crutchlow, who had got ahead of the factory Honda. Rossi was still close, and next time round he passed Marquez for the first time, though shortly afterwards Iannone was ahead of both again.

By the time the front four started to put a gap on Crutchlow, after one-third distance, Lorenzo's earlier runaway – at one point almost 1.5 seconds – was coming into jeopardy. Marquez was slicing a few tenths every lap, and the other two were coming with him. At least for a while. But by lap 17, when Marquez was ready to pounce, Iannone was back in front of Rossi and 1.3 seconds adrift.

Marquez led laps 18 to 20, but he couldn't get away and his front tyre was feeling queasy. "I thought – time to cool down." Lorenzo took over again, and by now all four were together again, for that classic finale.

Behind them, it took Pedrosa until lap 16 to get ahead of Crutchlow, who complained afterwards of constant wheelspin. By now he was more than two seconds adrift, and the gap would almost double by race end.

Crutchlow's problems were not over. Vinales had been inches behind the pair all race long, and ahead of the fading Crutchlow with three laps to go. He was only two seconds off Pedrosa at the finish.

Alex Espargaro (Ecstar Suzuki) had dropped off the back of this group before half distance to be passed for eighth by brother Pol (Monster Yamaha), the pair still close at the end, and Bradley Smith (Monster Yamaha) less than a second away. Scott Redding (EG VDS Honda) had closed to within a second by the finish after a dire start, having got ahead of Danilo Petrucci (Pramac Ducati) in the closing laps, both leaving a fading and shame-faced Andrea Dovizioso (Ducati) trailing in an inexplicable 13th.

Jack Miller (LCR Honda) had a strong race to be top Open Bike for



All smiles is Marc Marquez on the podium, but the events that followed soon after meant that the Joker would smile no more

the first time, although he had ceded a long-held 14th to Alvaro Bautista (Aprilia) in the latter stages. His sixth finish in the points was not his best result, but he had every reason to be "satisfied. Ok, it's only 15th, but no one crashed – it was one of those races."

With only two retirements – Nicky Hayden stopped his Aspar Honda trackside with electronic gremlins, de Angelis' replacement Damien Cudlin (Ioda ART) retired to the pits – the rest trailed in, with Abraham's replacement rider Anthony West (AB Motoracing Honda) 23rd and last, but less than three seconds off Toni Elias (Forward Yamaha), creditable enough for a first attempt. **OD**



Clash talk

The kick that set a thousand tongues wagging

Words **Michael Scott**

Dani Pedrosa took an imperious second win in three races at the Malaysian Grand Prix. Jorge Lorenzo was a steadfast second, drawing closer in the championship.

And Valentino Rossi? He got away with murder.

Speaking only figuratively, of course. The victim of his assassination attempt, Repsol Honda's Marc Marquez didn't die. Didn't even sprain an ankle. And Race Direction took a sufficiently mild view of Rossi's killer move to do no more than dock him three penalty points.

The major casualty, however, was something intangible, something that belonged exclusively to the third-placed Movistar Yamaha – his reputation.

Rossi's name as a good sportsman and hard but fair competitor took a savage blow when he, apparently quite deliberately, lifted his bike and slowed radically into the last corner before the finishing straight, leaving Marquez nowhere to go but down in the dirt.

According to Rossi, he was just trying to slow his rival's run onto the straight – but a lap more than two seconds slower than his usual pace showed just how much he had backed off. According to Marquez (and at least partially visible on the TV feed), Rossi had actually stuck out his leg and contacted his brake lever, causing him to crash. Rossi vehemently denied that this was deliberate.

All the same, it was a deeply cynical move, and a shocking climax to almost four days of simmering tension, which had begun when Rossi had mounted a surprise personal attack on Marquez at the pre-race press conference, accusing him of underhand tactics intended to help Jorge

Lorenzo not just at the previous round, but for much of the year.

A few hard on-track stares apart, nothing more had happened... until the MotoGP race started on time and in proper dry, hot weather.

Now people puzzled by Rossi's earlier assertions could see there was some justification. But this was after the outspoken comments, and surely Marquez had been goaded into it.

As pole starter, Pedrosa led from start to finish; and as Lorenzo bullied his way into an early second – passing Rossi and Marquez on consecutive laps – and took off in fruitless pursuit, Marquez and Rossi were already fiercely engaged, and the Honda rider's delaying tactics looked quite deliberate. At one point after yet another re-overtake of the Honda, Rossi looked round and waved angrily – “Stop messing me about.”

What looked even more deliberate was his attack on the seventh of 20 laps. They'd already changed places several times. Rossi had the inside line on the right-hand loop into Turn 14, leading onto the long back straight then the final hairpin.

Now as he ran wide, he glanced twice over his shoulder at Marquez, slowed and ran further out to the track edge, then slowed some more. It then looked as though he'd then batted Marquez off with his knee, although it could have been an earlier impact from the Honda that caused the leg movement. The result was the same.

Marquez down and out. Rossi in disgrace.

Anybody expecting a quick decision from Race Direction (most



lively in parts.

Andrea Dovizioso had started strongly, though the Ducati was consigned to fifth by the end of lap one, team-mate Andrea Iannone on his tail, but soon to drop off rapidly to another trackside retirement. This time, his radiator had been holed on the first lap.

Dovi was soon out of touch with the leaders, and by lap seven coming under pressure from Cal Crutchlow's LCR Honda. The Englishman attacked through the left-right Turns 9 and 10 just after half distance, and as he slipped inside for the second one, made contact with one of the Desmosedici's two wings, tipping Dovi off for yet another zero points.

Crutchlow was battling with grip, but couldn't forgive himself for succumbing to Bradley Smith closing from behind after escaping from Monster Yamaha team-mate Pol Espargaro (the Spaniard riding in pain after suffering a hairline crack in his neck after he was knocked off in warm-up by Hector Barbera).

Smith was ahead two laps after Dovizioso's crash, and after a couple more laps of pressure was able to escape for a clear and impressive fourth, Crutchlow alone in fifth.

There was a good fight behind, led for much of the race by Aleix Espargaro (Ecstar Suzuki). Danilo Petrucci (Pramac Ducati) was the strongest, though, taking over sixth with seven laps left, and moving clear for a first-ever dry-race top ten.

This left the brothers Espargaro to battle with an on-form Stefan Bradl and an ever-improving Aprilia, until Maverick Vinales (Ecstar Suzuki) slipped past and the German started to lose ground.

By the end, Aleix Espargaro narrowly managed to fend off team-mate Vinales; Pol, Bradl and then a lacklustre Scott Redding (EG-VDS Honda) in eleventh trailed in respectfully spaced apart.

Yonny Hernandez (Pramac Ducati) was able to stay clear of Barbera (Avintia Ducati), through from a back-of-the-grid start as punishment for his morning collision with Espargaro. Just over a second behind came Toni Elias (Forward Yamaha), in his first strong ride to his first points since taking over the bike four races ago. The former Moto2 champion had come through a gaggle of Open Hondas on the way, and passed Alvaro Bautista (Aprilia) for 14th on the last lap.

Nicky Hayden (Aspar Honda) was finally best of the B-team Hondas, only getting ahead of a persistent Jack Miller (LCR Honda) with three laps to go. Di Meglio (Avintia Ducati), Laverty (Aspar Honda) and second-race Abraham substitute, Anthony West (AB Motoracing Honda) followed along.

Loris Baz (Forward Yamaha) and de Angelis replacement Damian Cudlin (Ioda ART) both crashed, the latter on the first lap. [📺](#)

usually a ride-through, or even disqualification) would be disappointed. They wanted to speak to both riders first.

The race went on, the front three continued in the same order to the finish. And then the arguments began.

Rossi's first response was that, because Marquez was always able to pass him down the straight, he had tried another tactic. "I lose a lot of time with Marc, so for Turn 14, I try to go a little wider, to take the better line and make him slow. Because he was just riding to cause me some problems. Unfortunately, he came to me and he crash at that moment."

After being called before Race Direction and handed an effective back-of-the-grid penalty for the next race, he cut the (supposedly compulsory) press conference, but was persuaded by Yamaha to speak to the media later.

The mood was generally condemnatory, with few springing to Rossi's defence. Lorenzo complained about the leniency of the penalty, saying it would be fairer to ensure Rossi had the same number of points as victim Marquez – i.e. zero. Pedrosa said, "Anyone can make a mistake, but Rossi should have come to the press conference to explain his position. You have some questions for him, no?"

Behind all this, the race had continued apace. With blazing heat not only sapping the tyre adhesion but also the riders' energy, it remained



From 'too close for comfort' racing to the smiling on the podium and penalties and punishment. Tough weekend for Forza Vale!



Landed!

Inevitable outcomes at the season finale as Lorenzo's sights land

Words **Michael Scott**



Jorge Lorenzo is the 2015 World Champion. The 28-year-old Spaniard won more races and more points than anybody else. He withstood huge pressure both off the track and on it at Valencia, with two Repsol Hondas pressing to the end. In this way, he took his third premier-class title, with the narrowest of wins.

For many fans, it wasn't enough. His defeated Movistar Yamaha team-mate, who finished fourth behind the Repsol Hondas of Marc Marquez and Dani Pedrosa, Valentino Rossi had put such a spin on the closing rounds of the season – suggesting conspiracy and unfair play, which had eventually resulted in his back-of-the-grid penalty at the last of 18 rounds of what had until then been a fascinating battle.

Was the 36-year-old one-time charmer of the series just a sore loser? It looked so. And yet. And yet...

It didn't look that way to his millions of fans worldwide. It mattered not if the prima facie evidence suggested otherwise, nor that race authorities had ruled it was Rossi who had employed unfair, indeed dangerous tactics when he knocked Marc Marquez off at Sepang.

Rossi could do no wrong. It was everybody else who was out of step.

If he said Marquez had thrown the race, then it must be true. Even though the Spaniard's explanation was plausible – that he'd been planning an attack in the last laps, as at Indianapolis, but that when Pedrosa caught up a two-second gap and passed him briefly on the penultimate lap, that gave Jorge the half-second advantage that put him narrowly out of reach.

Marquez was 0.263 of a second adrift at the end, with Dani less than half a second behind. But why, asked Rossi rhetorically, with his infectious cackling laugh, had Dani been able to catch up if Marquez had not been running protectively at Lorenzo's pace?

Why not, comes the concomitant question from the other camp?

With his late-season surge of form, Pedrosa had done much more than that when he won in Japan.

The final race of the year enjoyed hot weather and even hotter passions in the Spanish sunshine.

Lorenzo's pole came by almost half a second from Marquez and Pedrosa. Rossi was 12th, but then he could spend the session checking race set-up, because he was going to the back of the grid anyway.

As at every one of his six other wins this year, Lorenzo seized the lead into the first corner, and held it to the end. Both Hondas went with him, but while Marquez stayed there, Pedrosa was falling back with front grip issues and his familiar full-tank difficulties. "It was bottoming under braking," he said. At one-third distance, he was two seconds away.

Lorenzo kept his head down. "It was one of the most difficult races of my life," he said. "The tension was very high from the first corner. I tried to push, but when the tyres started to drop off, the rear was slipping and spinning a lot, especially on the left."

On the short, intense circuit he was also having difficulty reading his lap board. "I just pushed to the maximum. At the end, I thought there were some laps left. Then I saw the chequer. It was very emotional. I don't usually cry, but this time I couldn't greet the fans as usual because I was crying so much."

Marquez was usually with half a second, often closer. He planned to pounce with three laps to go, but "at the place where I was stronger, turns five and six, there was a yellow flag." Shortly after that, Pedrosa arrived, having found his pace by stopping, trying so hard. With two laps to go, he attacked and passed Marquez. But it didn't last... he ran wide on the next corner, and was third again. But it had given Lorenzo a fraction of breathing space.

Marquez came close in the last corner, but not quite close enough. Much to the suspicion of Rossi and his fans.



Rossi's race was much as expected. Starting from 25th, he was up to 16th before a quarter of a lap, then 15th by the end of it, already ahead of most of the Open class riders.

The track is narrow and passing opportunities few, but by the end of lap three, he was up to ninth. Now the competition was a bit stiffer, and progress slowed. He pushed past Bradley Smith (Monster Yamaha) on lap six, next time round, his friend Danilo Petrucci (Pramac Ducati) moved so wide to let him by that Smith followed as well.

It took four more laps before a rough pass on second Monster Yamaha rider Pol Espargaro put him sixth, and three more before he could finally get past Aleix Espargaro's Ecstar Suzuki.

There was one more to come – Andrea Dovizioso on the Ducati (team-mate Andrea Iannone had already crashed out of fourth on lap three).

That came on lap 13. Rossi was fourth. But he was more than ten seconds adrift of the leading trio, an interval that would stretch, slowly at first, until it was doubled at the end.

Fourth would have been enough to retain the points lead he has held all season long, but only if both Hondas finished ahead of Lorenzo.

"I knew already my chances were small," he said, in a long and impassioned (although outwardly good-humoured) post-race briefing.

"It was a great season. The championship had the potential to be one of the best. But in the last three races, something happened that nobody expected. Marquez decided to protect Lorenzo. The problems started at Phillip Island."

(An assertion that still raises doubts, considering that Marquez had beaten Lorenzo there.)

The situation had become worse and worse, he continued. "I knew already my championship was finished before this race, because Marquez would finish his work."

"I think this race was quite embarrassing. I was ready to lose the championship to Jorge, but this way is not fair."

Marquez, of course, denied it. You choose who to believe. Either way, he would probably have been fourth even if he had started from the first or second row. And as long as Lorenzo had won, he needed to be second to outscore him.

All the controversy meant that the rest of the race was something of a sideshow.

Pol Espargaro was fifth, three seconds ahead of team-mate Smith, who stole sixth from Dovizioso on the last lap. Aleix Espargaro had lost touch, five seconds away in eighth.

Cal Crutchlow (LCR Honda) was ninth after a blazing ride. He'd lost a cylinder on the sighting laps, had to swap bikes, complete the warm-up behind the pace car, and started from the back.

Petrucci was tenth, only narrowly ahead of Maverick Vinales (Ecstar Suzuki), who had come through and outpaced a big midfield pack. Michele Pirro (Ducati) was 12th, then Yonny Hernandez (Pramac Ducati), and then the remnants of that pack – Alvaro Bautista (Aprilia) still half-a-second clear of Scott Redding (EG-VDS Honda), who had also cut through in the closing stages for the final point.

Hector Barbera (Avintia Ducati) had been his last victim, still inches behind, Nicky Hayden (Aspar Honda) was a couple of seconds down by the end, fending off Stefan Bradl on the second Aprilia.

Then Loris Baz and late challenger Toni Elias (both Forward Yamaha), Jack Miller (LCR Honda) less than a second down, and fellow Australian Anthony West (AB Motoracing Honda).

Di Meglio, Parkes and Laverty retired.

So that was that. Lorenzo 330 points, Rossi 325. Marquez was a safe third on 242. Pedrosa secured fourth on 208, with no-score Iannone holding fifth from Smith, 188 to 181. 

As always, Rossi had the final word after the season-ending charade at Valencia. The race, he said, had been “embarrassing”.

That actually meant more than he intended. He was summing up what he saw as a Spanish conspiracy to ensure Lorenzo's victory – a pretend race by Marquez and a stitch-up for Valentino.

“Embarrassing” also served to describe the whole melodrama, and the behaviour of Rossi himself, among others. After a classic season, it was a shame-faced climax. And made more so as riders, officials and Marquez's HRC team kept on putting their foot in it.

Embarrassing. And unnecessary.

If only an instant decision had been made during the Malaysian race so much could have been avoided.

Back in 2011, at Le Mans, the late Marco Simoncelli knocked Pedrosa flying. He was immediately called in for a ride-through. Had it been deliberate rather than a trademark over-ambitious lunge, then more punishment could have been applied later. But the matter was over. (As were Pedrosa's title hopes.)

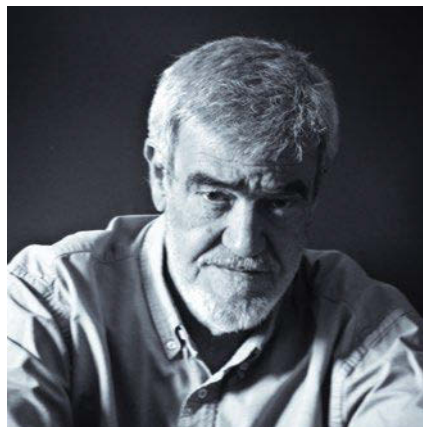
Race Direction put this decision off until after the race because it was “so important to the championship”, and because (let's face it) Rossi is Rossi, the most important of individuals. Also because Race Direction was busy directing the race, lacking time to go through all the slo-mo. This in itself is a good argument for adopting a Formula 1-style independent jury to work alongside them.

But the basic facts were clear – Rossi had caused a crash. Earning a ride-through just for a start. There would have been a storm, certainly, and arguments. But no back-of-the-grid start. And none of the other silliness. And probably the same final outcome.

Silliness like HRC's on-again/off-again accusations of a deliberate kick.

There's a little blip on an abuse graph somewhere, proving (say Honda) that the kick applied Marquez's front brake. But unless there is also DNA from Rossi's leathers on the lever, it only proves that the brake was applied.

Questions remained unanswered, as HRC slipped into reverse. Twice. HRC had promised to show the data to the press; twice they changed their minds at the last moment. Bullish team principal, Livio Suppo, was also back-peddalling. The Sepang accusation “may



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The best assumption is that nobody is innocent. But if Marquez really was playing unfair, it was the perfect crime. The only evidence is hearsay. And all of it, conflicting

have been a mistake”. Surely pressure from above. The Honda Motor Company could read the Tweets and posts as well as anybody, and some of them said – “I will never buy another Honda.”

Putting the lid on it after the event, however, just looked silly.

“May have been a mistake” came also from Lorenzo, who had rushed in with calls for disqualification on the day, and even tried to get his oar in on Rossi's unsuccessful appeal to the Court of Arbitration for Sport to get his back-row start penalty suspended.

There were other absurdities. Yamaha had a big All-Star gala planned for Saturday to celebrate their sixtieth – top brass from Japan and champions from round the world flown in. It was suddenly cancelled, with two days to go.

Dorna also cancelled the usual pre-event press conference, fearful of who knows what? That the riders would start spitting in each other's water-bottles?

Then that last race. When Marquez shadowed Lorenzo the whole way. Was this the same rider who had swapped places with Rossi nine times in one single lap at Sepang? Was he, as Rossi said, riding “bodyguard”, so that he even acted to foil

Pedrosa's final attack?

Or was it just the usual Lorenzo win – like all other six, led from first lap to last?

We can never know. The best assumption is that nobody is innocent. But if Marquez really was playing unfair, it was the perfect crime. The only evidence is hearsay. And all of it, conflicting.

An atmosphere rich in conspiracy theories at Valencia threw new light on Rossi's dubious and completely unexpected verbal attack on Marquez that started it all off. Why had he done this? Nobody could figure it out at the time. In retrospect, he could have been preparing the ground and clouding the issue, in case of title loss?

If so, it proves him far more cunning and calculating than any Spanish sub-plot to get together and help Jorge. One result is that there will always be a small smudge of suspicion over Lorenzo's 2015 crown.

Such theorising is of little value – the evergreen Rossi's fairytale title return was lost. And like it or not, it was the faster, and not the more popular, rider that won.

The dignity of racing, however, has suffered, along with that, Rossi himself. If ‘dignity’ isn't too absurd a word to use about a ruthless sport of manic egotism. **OD**



On the boil

Title battles heat up at the third round of the Vento Cup and JK Racing Championship

Words **Lijo Mathai**

Karminster Singh, like several other racers, gets sleepless nights before a race. After all he has been trying to be the best out on track amongst the grid of drivers in the Volkswagen Vento Cup, and he's tried to achieve this with his racing style and a certain measure of single-mindedness too. However, after the second Vento Cup race held at the third round of the championship, Karminster was all smiles. Of his race, he merely had this to say, "This is the first time that I haven't asked for the championship standings after being guided back into the pits." It was his way of saying that despite the fact that he'd only managed to get to the third step of the podium, he was still well aware that he was very much in contention for the title.

Wind back to the second race of the first round of the 2015 Vento Cup – Karminster blazed right past the competition, finishing first despite the fact that he started from the middle of the field thanks to

the reverse grid format. In the second round of the championship, Singh took a podium in the first race and victory in the second race. But what is of significance, however, is that he managed these wins after battling hard. The wins and podiums weren't handed to him on a platter. The races were all closely fought.

And it is close races that Volkswagen Motorsport India head Sirish Vissa wants. He is happy with the quality of racers that the Vento Cup is churning out, but he would still like very much for the back of the pack to catch up with the pole sitters. And of course he wants them to give the leaders a tough fight. The vast difference in the lap times is something that Vissa would prefer not to have for it's close fights that he believes will make for more interesting races. Something which should pull in strong number of spectators for the events.

Also at the third round of the Vento Cup at the Buddh International Circuit was inaugural Polo Cup Champion Sailesh Bolisetti. While Bolisetti had been a serious contender at the very first

race in Coimbatore, the second round didn't go too well for him. But things were once again looking up at Round Three. He managed a podium at the third race – he had a fierce battle with Karminder for third position. When the chequered flag was waved, Karminder was ahead of Bolisetti, but, as fate would have it, post race analysis revealed that the former had run off the track area. Bolisetti was promoted to the podium. Of course, it probably isn't the ideal way to score a podium during your racing comeback, but for Bolisetti it would do. The driver appears to be focussing on things other than racing for the time being – such as the rather lucrative career he is building for himself in Tollywood.

Onto the wings and slicks then. Pole sitter in the first race of the JK FBO2 series, or JK Racing India Series as it is popularly known, Ananth Shanmugam, led from start to finish. This led to a battle for second and third positions between two-time champion Vishnu Prasad and up and coming racer Akhil Rabindra. The duel between the pair saw places being swapped several times and it reached a crescendo when Akhil tried to move to the second position and went off the track due to a loss of traction. Vishnu on the other hand maintained his cool and hung on to second place while Karthik Tharani, who looked all set for

third place, fell back and lost his position to Nayan Chatterjee. Nayan, who had started from seventh place was ecstatic after getting to the podium. It seems his years of training hard in go-karts are paying off.

During the first FBO2 race on the second day of Round Three, Vishnu Prasad found that he was leading the pack in spite of starting fifth on the grid. Tharani Singh fought valiantly with the rest of the drivers to finish in second place after starting from seventh place on the grid. Day one's race winner Ananth, though, had to be content with third position. The last FBO2 race of the day started with a reverse grid. Guest driver Constantino Perroni, who suffered a 10-second penalty in race one and finished sixth, fought through the ranks to earn a well-deserved first place. Till the ninth lap, Constantino, Ananth and Krishnaraj Mahadik raced bumper-to-bumper. However, Krishnaraj couldn't fend off an attack from a fast charging Vishnu who eventually clinched third position with Ananth taking second. Tharani, who has earned a seat in the JK FBO2 Series as part of his prize for winning last year's Polo Cup, is still figuring out his racing future. He is looking to compete in the Porsche Carrera Cup next year, but is currently doing the rounds in search for sponsorship.

What we like about the JK FBO2 series is that these races help



Ishaan Dodhiwala, Anindith Reddy on the top step of the podium, and Karminder Pal Singh smile as the Indian National Anthem is played for the winners of the Vento Cup race. While on the LGB F4 podium are Krishnaraj Mahadik, Rohit Khanna and Vishnu Prasad. And it was good news for first time participants, Triumph Motorcycles India, who had a clean sweep in the Superbike 600cc class. Vijay Singh is all smiles as he receives the winner's trophy from Triumph India boss, Vimal Sumbly



VW Vento Cup & JK Racing



The LGB F4 races saw some serious action with plenty of scraps for position on track. Which doesn't mean the Vento Cup races were dull. Certainly not with the crashes and the Safety Car situation that followed!



aspiring racers gain a footing in international championships, thereby giving them a chance to compete with the best there is. Having said that, what these young racers also need is cutting edge equipment, and perhaps it is with this in mind that JK Tyre has decided to retire their FBo2s. The machines next year will be more 'premium', hinted JK Tyre head of motorsport, Sanjay Sharma. Meanwhile, the top three racers at the end of this championship get an F3 test with Euro International and if the results are good, they even stand a shot at a race seat – that sounds pretty darned good to us!

On the other side, the diminutive Formula LGB cars managed to produce plenty of action. It didn't end too well for championship leader Ajay Kini, though. The first two corners of race one saw him lose pace and eventually retire due to technical snags. Krishnaraj Mahadik and Rohit Khanna, meanwhile, were charging at each other for first place. The Safety Car, however, had to be brought out when Anshul Shah spun. This proved to be trouble for Rohit who was in the lead, as he was soon caught and eventually overtaken by Sandeep Kumar. Fate definitely wasn't on his side as Rohit slid to third place after a move gone wrong, which allowed Diljith TS to gain a place on him. The fight for third position was a regular potboiler with five of the racers attacking each other on track. In the end, however, Vishnu Prasad with

his pace managed to take third place just ahead of Krishnaraj Mahadik.

Race two saw Ajay Kini back in action and looking set to take the chequered flag. However a fast-charging Sudarshana Rao, who kept swapping places with Ajay, jumped to first place. Ajay had to be content with second position while Rahul Rangaswamy came in third. On the second day, starting from third place, Rohit Khanna overtook the pole sitter during the second lap. He led for the next six laps and eventually won the race. For second place, Krishnaraj fought a charging Sudarshana Rao while Vishnu Prasad gained several places to finish third. In spite of all the action in the four-wheeler categories, it was the motorcycle races that had the crowds cheering to no end. Triumph Motorcycles India which participated in the Supersport category for the first time swept the podium with their Daytona 675Rs.

The final round of the JK Tyre Racing championship and the Volkswagen Vento Cup is likely to be over by the time you read this. From the looks of the championship standings, Karminder Singh is the hot favourite to win the Vento Cup. The Delhi lad says that he eventually wants to try out the DTM, WTCC and F1, but his immediate goal is to win the Vento Cup. Looks like he will continue to give the other racers sleepless nights and have a few more himself! **OD**

Don't step on people on the way up because you will need them on the way down – Williams team owner Frank Williams once said.

Red Bull crushed the opposition when it won four consecutive drivers' and constructors' championships between 2010 and 2013, and when the team was struggling to get an engine package sorted for next season, it found that it had few friends in the Formula 1 paddock.

"We have a great team," said Red Bull team principal Christian Horner. "We worked really hard to build this team, and I am absolutely determined that we will be here next year. But we need to have a strong and bright future as well, and this team is too strong and in many respects, that has worked against us."

Back when McLaren was dominating in the mid-1980s, team boss Ron Dennis said, "When you are king of the mountain, everybody wants to knock you off the top."

Red Bull has been knocked off the top of the mountain, and there is definitely a feeling of *schadenfreude* – pleasure derived from the misfortunes of others – in the paddock as teams gloated over the situation the team that spanked them so badly has fallen into.

"Clearly there is an issue inside Red Bull, created by Red Bull and not by anybody else, and we are not a charity foundation, so we are not here to help," McLaren's racing director Eric Boullier said when asked about his team's refusal to share its Honda engine supply with Red Bull.

Red Bull has been a customer team in that it paid for the Renault engines that it has used since 2007, but it always aligned itself with the manufacturer teams and voted with them and against the small and midfield teams when it came to things like cost cutting proposals. So there is not that much sympathy from the midfield teams.

"Maybe now Red Bull will get a feeling how it is for us when we have no control over many things in F1 including how much we have to pay for engines," Force India's vice team principal, Bob Fernley said.

One leading figure in the paddock who has worked with Renault in the past, speaking on condition his name would not be revealed, said he never understood the way Red Bull treated Renault. He said it never looked like a partnership because Red Bull complained about the engines so often. "Once you have problems you have to solve them as a team," he



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You would not jump out of an airplane without a parachute, but it appears Red Bull did just that after dumping Renault and then having no engine for 2016

said, "but it was always a case of 'us and them'."

Renault kept fairly quiet about the situation, but I hear that Renault CEO Carlos Ghosn wanted a letter of apology from Red Bull magnate Dietrich Mateschitz for all the complaints Red Bull made about its engine supplier.

The big teams would rather Red Bull sticks around so they can defeat it on the track. But if Red Bull disappears the rules could be adjusted to allow third cars.

"I'd rather have Red Bull in the sport than third cars and a grid of 27 or 28 cars," said Mercedes F1 boss, Toto Wolff. "But this is definitely one of the fall-back solutions."

You would not jump out of an airplane without a parachute, but it appears Red Bull did just that after dumping Renault and then having no engine for 2016. Horner is a good businessman and smart operator in the Formula 1 paddock, so he wouldn't have jumped without an engine parachute. So does this mean Red Bull was stitched up?

"There is an awful lot of speculation, and there is an awful lot more to it than what you guys (the F1 media) sometimes draw conclusions to," Horner said in early November. "We are working hard to find a solution and behind the scenes, there is an awful lot going on to try

and achieve that. Obviously certain obstacles are being placed in our way."

Red Bull thought it had a deal to use Mercedes engines, and that is why Red Bull told Renault in August that it would end its contract that was supposed to run through 2016. Mercedes, meanwhile, said it would not enter into formal discussions with Red Bull until the Renault situation was completely sorted out. Furthermore, after seeing how little recognition Renault got when Red Bull was winning, Mercedes wanted a clear marketing plan from Red Bull about how joint success would be promoted.

Mercedes was also extremely leery because of the way Red Bull constantly criticised Renault, and it didn't want the same thing happening if it hooked up with Red Bull.

Eventually, Mercedes decided it did not want to share its engine with such a strong team. Then Ferrari refused Red Bull's request for identical engines the factory team would use in 2016. The Honda option was squashed by Ron Dennis who vetoed the proposal even though Honda promised the FIA it would be willing to supply engines to another team next year.

So that's how Red Bull ended up with no engine for 2016 and few friends in the paddock. **OD**

Patel wins race but loses title in Shanghai

Indian racer ends debut season in the Audi R8 LMS Cup Championship fourth overall



ADITYA PATEL FINISHED FOURTH overall in the 2015 Audi R8 LMS Cup after the sixth and final round of the championship concluded in Shanghai. He went into the round standing fifth in the championship with a possibility of winning the title. However, the first of the two races didn't go too well for Patel. After facing engine trouble during practice, his team managed an engine swap in two hours' time. Although he managed to qualify second behind Alex Yoong, the stewards penalised him for a minor technical infringement, which sent him all the way back to 17th on the grid. However, he managed to fight his way up to ninth by the end of the race after setting the fastest lap time. The second race was smooth sailing for Patel, especially since he was on pole thanks to his fastest lap in the first race. Patel held his position all through the race as he built up a good lead from his rivals to win. "It's been a crazy year and there's no better way than to top it off with a pole to flag victory in the final race," he said of his debut season in the series. And while he did end the season fourth, not the result he would have been hoping for, especially since he had a mathematical chance of winning the title in the last round, Patel did have formidable opponents like Alex Yoong who clinched the title for the second time.

Gill's APRC 2015 season ends with a crash

Ends his campaign third in the championship standings behind Pontus Tidemand and Michael Young

GAURAV GILL HAS HAD A TOUGH 2015 season in the Asia Pacific Rally Championship. To begin with, his Team MRF Skoda team-mate Pontus Tidemand won the title with a round to spare. This left the 2013 APRC champion from India to fight Michael Young for second place in the season-finale in China. Unfortunately for Gill though, the season ended with a crash in his Fabia S2000. Far from the ideal season finale that he was hoping for. While Gill escaped uninjured, it was his co-driver Glenn MacNeall who suffered broken ribs. Effectively the pair was out of the rally, and thus could not score any points to bolster their championship standings. This meant

that second place in the championship went to Michael Young, while Gill had to settle for third place. But even though the APRC has concluded this year, the Asia Cup is still going strong, as is the Indian Rally Championship, both of which will come together at the India Rally to be held in Chikmagalur from December 11-13. Gill will pilot his Mahindra Adventure SuperXUV there, and will hope to win the rally and the 2015 IRC title too. Meanwhile, the driver also readies himself for the challenges of the 2016 season, where he will hope to get back his title. Whether Team MRF will upgrade to the Skoda Fabia R5 for next year remains to be seen. Watch this space for updates.



Mahindra's Peugeot connection now in MotoGP too

Having acquired Peugeot Motorcycles in 2014, perhaps Mahindra was only one step away from showcasing this symbiosis at the racetrack. The manufacturer has now announced that two Peugeot MGP30 machines will compete in the 2016 Moto3 championship. The motorcycles will be run by Saxoprint Racing and will be piloted by Frenchman Alexis Masbou and Scottish rider John McPhee. The manufacturer is certainly hoping that the 2016 campaign that it's targeting will be successful – not in the least because the 2015 Italian CIV Moto3 championship was won by Marco Bezzecchi astride an MGP30. Mahindra's Moto3 team principal, Mufaddal Choonia, hopes that this growth of the team within the Moto3 paddock will lead to technological benefits not only for Mahindra but for Peugeot motorcycles too. We reckon we'll have to wait and watch for these results. On track and off.

Arjun Maini set for 2015 Macau Grand Prix debut

Arjun Maini is all set to make his debut in the Macau Grand Prix, that will take place between November 19 and 22, 2015 (which means the race might be over when you read this) with British team T-Sport. The Indian racer who has competed in the European F3 championship with Van Amersfoort Racing will switch teams for this event. Maini had performed well at the Pau street circuit in France earlier this year and he is hoping that he can once again do well at a street circuit, although it is the very formidable Macau track. Competing for T-Sport might be just what Maini needs, and the team comes with considerable experience, having managed a podium place in last year's event. Their driver Nick Cassidy took third at the 2014 edition.



Another podium for Armaan

Finishes second in Lamborghini Blancpain Super Trofeo race in Shanghai

ARMAAN EBRAHIM AND TEAM-MATE Dilantha Malagamuwa finished second in the first race of Round 5 of the Lamborghini Blancpain Super Trofeo Asia Series held in Shanghai. The pair, driving a Lamborghini Huracan, qualified third overall and second in the Pro-Am class. They managed to make the most of their start in Race 1, with Armaan holding onto his grid position during the first stint and Dilantha also maintaining third.

The pair were classified third on track at the end of the race. However, with race winner Afq, from Malaysia, not being classified as he drove without a partner, Armaan and Dilantha were elevated to second place, which gave them 12 valuable points in the championship. Unfortunately, a drive-through penalty meant that the duo had to forego their hopes of another podium in Race 2, finishing fourth.

Yaseen in Shell Asia Cup

Indian amongst 13 riders selected to compete in 2016 season of racing



AHAMED KADAI YASEEN FROM INDIA is one of the 13 candidates to be selected for the 2016 Shell Advance Asia Talent Cup. The selection took place at the Sepang International Karting Circuit, where the racers rode customised Honda underbone scooters. They were judged by a panel of experts led by the director of the Cup, Alberto Puig. Yaseen and the others were tasked with setting the best lap times and also showcasing

their handling skills on the scooters. "We are happy, we have some nationalities that could be in the lap times. This is important, and this gives us a better package for next year. From now on, we will have to try to work with these kids during the winter and see how they join together with the guys that are already in the Cup," says Puig. Some riders from the 2015 edition of the championship will also compete next year.



MRF Challenge: Matsuhita leads in Abu Dhabi

Lady driver Tatiana Calderon causes a stir with some bold overtaking moves at Round 1 of the championship

THE FIRST ROUND OF THE MRF CHALLENGE 2015 GOT OFF TO a good start for GP2 driver Nobuharu Matsuhita, who took two wins over the course of the weekend at Abu Dhabi and ended up at the top of the championship standings. Matsuhita had already dominated the qualifying session and taken a fine pole position which helped him to a good, clean start during the first race. Matsuhita built his lead to four seconds over the rest of the pack as he crossed the chequered flag, while second place went to Pietro Fittipaldi, with Jake Dennis third. Nikola Troitckii won the second race with Tatiana Calderon second and Fittipaldi third. Matsuhita finished fourth. But

then he dominated the third race. Behind him, it was Dennis who finished second, with Calderon, having made some bold overtaking manoeuvres, finishing third. During the fourth and final race, Fittipaldi won, but there was some amount of confusion behind him. Calderon had made a move on the very last lap of the race, but she and Reddy had crossed the finish line nearly side by side. The timing screens, however, confirmed that Calderon had crossed the line 0.013secs ahead of Reddy. Matsushita finished in fourth place ahead of Dennis and Troitckii. This means at the end of Round 1, it's Matsuhita in the lead with 80 points, 12 ahead of Fittipaldi.

Aravind KP is 2015 motorcycle rally champion

Wins 2015 MRF MoGrip FMSCI Indian National Rally Championship with victory at Chikmagalur Rally



FRESH AFTER HIS CLASS VICTORY AT the 2015 Raid de Himalaya, Aravind KP from TVS Racing continued his winning streak as he took the Group A win at the MRF 2W Rally of Chikmagalur with a time of 49 minutes and 8 seconds, in the fourth round of the 2015 MRF MoGrip FMSCI National Rally Championship. This meant that Aravind also clinched the overall championship title for 2015, after a rather dominant performance all year. Finishing close in second place in the rally was his team-mate, Nataraj R, with a time of 49 minutes 29 seconds. Third overall was Abdul Wahid from the Group B class at 53 minutes 4 seconds. The Rally covered close to 70km,

with the Special Stages measuring 50km in three sections. Of the 40 participants that started the rally, only one participant didn't finish, which was proof that while the stages were tough, they weren't punishing enough to break machinery. Rakesh Kumar won the Group B M1 four-stroke class, while the win in the Group B M2 four-stroke class went to Suhail Ahmed. Winning the Group B M3 and M4 classes was Abdul Wahid, while SD Vishwas bagged victory in the Group B M5 category for four-stroke motorcycles. Syed Asif Ali aced the scooter category of the event. Win in the Royal Enfield Single Make Class went to Sanjay Kumar. Francis PV took home the Star of Chikmagalur trophy.

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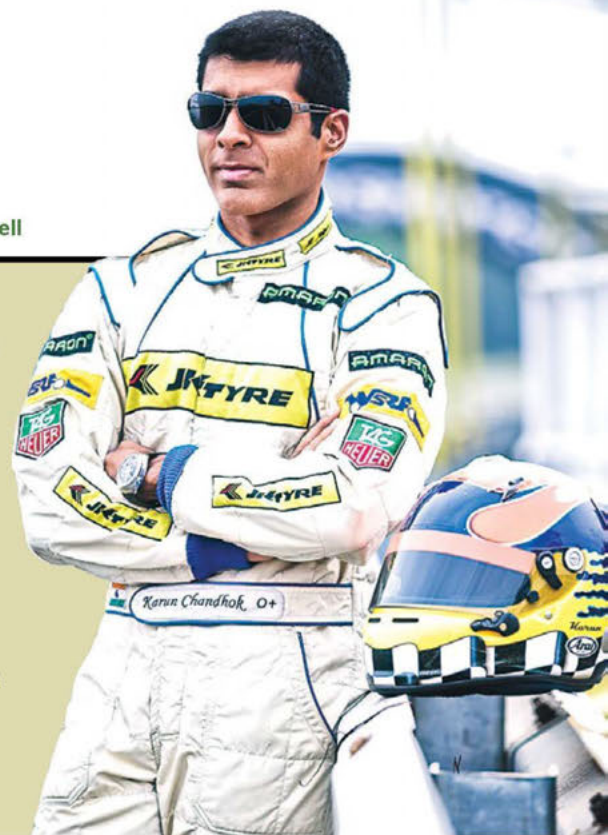
Write to karun@overdrive.co.in with your questions and Karun's responses will appear in the next issue of OVERDRIVE magazine and on www.overdrive.in as well

TRIPLE CROWN

If there were only three motorsport events that you could compete in every year, which three events would you pick and why? Have you managed to compete at any of these in the past? Good memories?

RINOJ THOMAS

I think that the Monaco Grand Prix, the Le Mans 24 hours and the Macau Grand Prix would be on the top of everybody's list. These are three of the best tracks in the world and unique as they are all street circuits with a huge amount of history. I've raced at Monaco five times in my career and also at Le Mans four times. I finished on the podium in the support race at Macau but never had the budget to do the main Formula 3 race, which is probably the biggest regret of my racing career. I finished on the podium at Monaco in GP2 in 2008 and led the race in 2009 ahead of Maldonado, D'Ambrosio and Hulkenberg until the driveshaft broke. It's a magical circuit to drive on – you really have to be on top of the car and hustle it to get a lap time. In contrast, at Le Mans, you have to be relaxed and let the car and race come to you. A totally different challenge but it still gives me goosebumps when I think about driving a lap there at night when the track is fully rubbered up.



THIS IS SPARTA

What do you think the atmosphere is like right now within the Mercedes camp? Nico Rosberg tossing his cap on Hamilton wasn't a particularly classy move, was it? But is he justified in what he believed? And do you think Mercedes compromised Lewis' race at Mexico to ensure that Rosberg won and was pacified? Having his team-mate as double world champion might play on Rosberg's mind and affect him psychologically, true?

MANOJ GOPALAN

I think that the Mercedes management are going into play-it-safe mode. They've clinched both championships, they've done

a great job and built a tremendous car. They really don't need any drama for the rest of the year so essentially they're keeping the cars and strategies equal. If they had pitted Nico and let Lewis stay out in Mexico, that would have seriously upset Nico again and I think by pitting both cars, they kept all things equal from their side. It's not the most exciting way to go racing for the people watching, but from within the team, I can fully understand their rationale. The season is pretty much done and dusted for them. Winning the final races is just purely about stats but really, they want things to be low stress. It's all about 2016 now and I'm sure the whole R&D department is

working flat out to ensure they come out the block as strongly as this year. As for 'cap-gate', I think it was nothing more than a bit of needling between team-mates and something that would never even have been discussed in the pre-Internet days!

CLASH OF THE TITANS

What's your take on the Sepang Clash? Do you think that Valentino Rossi meant what he was saying about Marc Marquez slowing him down at Phillip Island, or was it just a strategy to get under Jorge Lorenzo's skin, which ultimately blew up in Rossi's face?

ANOOOP REDDY

I think the whole MotoGP saga has exploded beyond anyone's expectations. My personal belief is that in Australia, Marquez was doing what was best for himself, but for some reason Rossi believed otherwise. Rossi's outburst before Malaysia certainly led to Marquez being overly aggressive with him there. Call me naive but I really don't think that Marquez would have purposely helped Lorenzo in Valencia. Valencia is a seriously tricky circuit to overtake on and the Yamaha can out-accelerate the Honda out of the corners, which means that passing Lorenzo was never going to be an easy task. If you consider Jorge's amazing pace and consistency through the race, I find it hard to believe the hype around this "Marquez the bodyguard" chat. [OD](#)



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2015 VOLKSWAGEN VENTO TDI
(INTRODUCTION)



Booted

The best Polo in the world might be a Vento

TOTAL MILEAGE 7,273km **DATE ACQUIRED** Oct '15

My last two longtermers have been Polos. The first one was a Polo GT TSI. The second was the Polo 1.5 TDI. I've loved both cars so much that I'm pretty sure that if I were to buy a car, it would be a Polo. They handle well, have enough power for everything you want to do, are good looking in a simple way and are some of the best put together cars out there. But, there are some chinks in their armour.

The Polo GT TSI, as much fun as it was

to drive around, would always burn a hole in your pocket if you like driving fast. The TDI on the other hand wasn't so pleasant when the traffic got bad. And there was that massive problem that all Polos have – rear seat space. Unless you're a small person, there is no way to sit comfortably in the back of a Polo.

So then how do you get all the benefits of a Polo without any of the setbacks? Simple, you buy a Vento.

I've been driving our longterm Vento for a bit now and it seems like the perfect solution. It drives pretty much the same as the

Polo. You do feel a bit of extra weight, but it's no bother. It comes with that stonking 1.5TDI motor, which means you're never in need of extra power. And the best part is that motor gets that awesome DSG 'box which makes driving in the city a breeze. But wait, it gets better. All the space issues I had with the Polos, they're all gone. The Vento has enough space to seat even Lijo in reasonable comfort.

I'm pretty sure that the Vento will now become our long distance car of choice. Stay tuned for more on that.

Ashok George

Blaze of glory

It's taken just six months for the Triumph to complete its long term test with us

TOTAL MILEAGE 9,700km **DATE ACQUIRED** Apr'15 **THIS MONTH: MILEAGE** 4,475km
FUEL 233 litres **EFFICIENCY** 19.22kmpl

Ferine, my Triumph Street Triple, has just hit 10,000km. Its second service marks the end of its run as a member of the OD Garage. Time flies right? So does the Street Triple.

I think the thing I've loved most about it is its temperament. It seems to be able to trundle along effortlessly at moderate, even lazy speeds when I cannot be bothered to ride faster. And you can also flip a switch and turn it into a hooligan. Just yesterday, I felt the bars go light and then the revs shot to the redline as the rear spun up simultaneously. Wow, how can you not love a motorcycle that can do both, eh?

The Triumph has run the gauntlet of Mumbai's traffic and broken roads in the wet and the dry. It also logged thousands of highway miles as well as track miles. Here is what stood out, good, bad and ugly.

THE TYRES

I was told the stock Pirelli Diablo Rossi Corsas are too soft for our roads. My experience differs. First, they're excellent tyres with immense grip both in the dry as well as the wet. I love them (to bits, literally) for it. The tyres lasted 8,500km with just one puncture in our hard use cycle and that is respectable. Especially considering that I'm not above following smaller bikes into the soft shoulder to get around Mumbai's traffic jams. A replacement set is ₹39,000 (approx, Mumbai) but I hand-carried a set from the US – ₹21,000 from Revzilla.com. From what I can tell,

that's a completely legal private (non-commercial) import.

GROUND CLEARANCE

The Street Triple isn't idiotically low on clearance but I have ground it over speed breakers at least 10 or 15 times in the 10,000km. Ordinarily, this wouldn't trouble me. But the lowest thing on the bike is its deep sump and you really don't want to be touching down things like that. I explored bash plates but all significantly reduce clearance. The only way is to be extra careful over speed breakers.

SERVICE

I've asked around - including other bike brands - and Indian big bike service remains a variable experience. Mechanics are usually well-trained, but their diagnostic capabilities are limited. If a problem is not in the service manual, solutions can be hard to find. Usually, the service in-charge is responsible for more complicated matters and there simply isn't enough talent across all the CBU brand dealers. Solution? I have two non-affiliated mechanics in Mumbai who I trust. I go to them first with complex problems and to the manufacturer second. I empirically understand that I am not alone in this modus operandi. It's served me well.

PARTS PRICES

I have to give Triumph credit for clever pricing of bike parts. They appear to have low prices

for consumables and mechanical parts and much higher prices for cosmetic bits. This keeps living costs at a reasonable level. In that sense, the only unscheduled cost I've incurred in 10,000km is a set of replacement front brake pads that cost just over ₹5,000. This was at about 6,000km. The worn ones still have 2,000km left in them, I think, but I was headed out for a 3,500km ride including track time.

FINISH AND PAINT QUALITY

I'm a little disappointed by Triumph's finish and paint quality. Despite taking great care, I can see dull spots where no scuffing can actually occur on a regular basis. Indeed, the new Bonnies show that Triumph has leveled up in this department. Similarly, the braided front brake line has worn out a spot on the right fork tube. The line only touches the fork when the handlebar is turned fully to the right so the anodisation must be comically thin.

THE 85PS MODEL

I can honestly say 10,000km further down that road that the 106PS model is a vastly bet-





ter motorcycle. I would tell everyone who has an un-exhausted StTriple to bite the bullet and get the Arrow. It's lamentable that we get the 85PS version. I asked a senior Triumph UK official why the 106 still hasn't shown up and I was given to understand that it's just a matter of time. When the all-new StTriple arrives – probably early 2017 – this detuned model aberration will become a thing of the past.

On the other hand, the Arrow-equipped Street Triple is a very expensive purchase, but a very excellent motorcycle. The extra power makes life easier, the chassis feels more responsive and of course, it makes highway cruising more peaceful.

WHAT FERINE TAUGHT ME ABOUT BIG BIKES

First, not all work well in our conditions. Sportsbikes can be hard work and ad-

venture tourers will do everything but are slightly too gangly for the racetrack (which is an important part of my use cycle). Sport naked are near-perfect and it doesn't take much to turn a basic sport naked into a tourer, or a more focussed track bike.

Second, be aware of the costs of owning one. Be prepared to spend on insurance annually. If you're riding a lot of miles, tyres are another substantial expense. Select a brand after you understand their service costs. Sometimes a cheap tag can hide an expensive aftersales experience.

Third, don't be afraid to ride your bike. They're not as simple to ride as smaller bikes. Especially when it comes to parking them in a crowded place. But if you plan ahead, you can ride a lot more than you think.

Finally, bigger, faster machines are huge fun. Don't miss out.

Shubhabrata Marmar

Performance mods

ARROW EXHAUST (₹37,005)
Didn't think it was critical when I bought the bike. Now can't imagine life without it. Not very loud at low revs, just the way I like it.

SPEED TRIPLE THROTTLE TUBE (₹690)
Shorter throttle travel makes engine response feel vastly crisper and WOT operation (at the track) much easier on the hands.

DAYTONA 15T FRONT SPROCKET (₹2,487)
Reduces gearing by about 8 per cent. Top speed falls to 204kmph but so quick and no first gear stalling

BATTERY TENDER CABLES (₹400)
Triumph sells a very reasonably priced Optimate branded trickle charger. The cables ensure I'm ready to be plugged in if needed.

Protective mods

JCMOTO FORK, FRAME, SWINGARM AND BAR SLIDER SET (₹14,800)
Better safe than sorry eh?

JCMOTO CHAIN GUARD (₹1,200)
So my boot never meets sprocket in a crash

Touring mods

JCMOTO LUGGAGE RACK (₹6,500)
I carry my leathers in a bag to the racetrack. Need I say more? JCMoto's rack is very strong - far more than the usual 10kg rating.

TRIUMPH POWER OUTLET (₹1,500 approx)
The waterproof DIN-spec power outlet is OE on the Tiger. Installed underseat using the heated grips circuit so it's both switched and fused.

RAM BAR CLAMP MOUNT (₹650)
I only need the phone to run navigation on the bike. Add a Ram X-Grip, wonderful!

PUIG SCREEN (₹11,000)
For regular rides to the track lasting days, the screen perfectly takes care of windblast.

KRIEGA FORK SEAL (₹1,700)
Coated neoprene held by Velcro and zip ties, shrouds part of the USD forks' travel from bugs and grit and extends fork seal life.

OSRAM NIGHTBREAKER UNLIMITED (₹3,388)
Twice the illumination, same wattage and half the bulb life. Very bright, slightly more white.

JCMOTO MIRROR EXTENSIONS (₹1,500)
The mirrors aren't as adjustable as I'd like. Short extensions solve this problem.

Other mods

JCMOTO TAIL TIDY (₹3,500)
On my KTM, the extended tail looks good, on the Triumph not so much. JCMoto's simple one-piece metal is light, short and looks right.

KTM DUKE INDICATORS (₹1,600)
The StTriple gets really fuddy-duddy indicators. The sleek LED replacements look great. Internal resistors means blink rates are faster than stock but eminently usable.

Easy come, easy go

Little high, little... lo, the Ciaz makes way for another

TOTAL MILEAGE 9,933km **DATE ACQUIRED** Mar'15 **THIS MONTH: MILEAGE** 6,411km **FUEL** 439 litres **EFFICIENCY** 14.6kmpl



The Ciaz has been with us for quite some time now and it's time to say goodbye. When the car first arrived, it went straight to Bert. He appreciated the car for its roomy interior and features but wasn't impressed with the 1.4-litre petrol motor. The long office commute was comfortable thanks to the plush and large seats. But

within a few months, the car did begin to age sooner than expected. The suspension started to make noise and eventually had to be replaced even before the car clocked 10,000km.

Bert decided to drive the S-Cross instead and I received the keys to the Ciaz. The petrol motor isn't as performance-oriented compared to the rivals. However, the light clutch, smooth gearbox and good low down power make it a great car to drive in the city. On the highway too, there's enough power to cruise effortlessly at triple digit speeds. While the car's footprint is larger than competition, the kerb weight is surprisingly least, at just above a tonne! To my surprise, it doesn't feel that light – the car is actually planted at higher speeds.

The interior is a letdown according to me and is already beginning to look dated. Quality of materials used can be better but overall fit is still good. The touchscreen infotainment system offers a lot of features including navigation and reverse camera output. What's missing though is Apple CarPlay which is a feature present in the same system fitted in the Baleno and S-Cross. I'm guessing future Ciaz models will get it too. The car is Maruti Suzuki's best C sedan and I will miss the car for sure. Oh wait, the Baleno is here...

Halley Prabhakar

Finally clean

Rishabh's first love at OVERDRIVE may have been a 110cc, but its (usually) spotless ride left a lasting impression

TOTAL MILEAGE 8,792km **DATE ACQUIRED** Aug'14 **THIS MONTH: MILEAGE** 4,368km **FUEL** 70.45 litres **EFFICIENCY** 62.00kmpl



The TVS Star City+ has been with us for more than a year and the little commuter has made a big impression on everyone who rode it. Before I first rode it, I thought that the motorcycle would be like any other boring 100-110cc motorcycle, but you know what they say about not judging a book by its squeaky clean cover, right?

I liked the engine from the moment I thumbed the starter. It is in a happy state, whether at idle or when the motorcycle is running at top speed. Yes, there's some vibration at max speed but it's manageable. Its eager nature is particularly useful to tackle rush hour traffic. The engine had a cold start problem at one point, however, the issue was resolved when the Star City+ got back from service.

Complementing the engine is a sweet chassis that offers great feedback, a trait I discovered when I had to rush to get to a shoot on time. What I did not like were the tyres, which lack sufficient grip and are of the tube type. The brakes are great when you compare them to other drum brake equipped motorcycles, but after riding the Honda Livo (with a disc brake), I am convinced that TVS should introduce one in TVS Star City+ soon. The seat and riding position felt comfortable during my 18km commute to office and I liked the shape of the knee recesses that helped me grab the tank.

We did not have any complaints with TVS' service throughout the motorcycle's term with OVERDRIVE. They were prompt and did a fine job of servicing the motorcycle. Sadly, its long, trouble-free run was interrupted by a weird problem that cropped up with the gearbox. On my way to work, the gearbox locked into second gear. It would not shift up or down and all attempts to get it to work were futile. Thankfully, I was close to office so it was not too taxing to run the motorcycle in second gear, all the way to the parking lot. The problem, however, magically disappeared when Jatin rode the motorcycle the next day. Rishaad faced the same problem on one occasion too. We've asked TVS to look into the problem and they have already begun the diagnosis.

It's time to bid adieu to the TVS Star City+ now and it will always remain a special commuter motorcycle, not just because it was my first longterm but also because it's a great 110cc motorcycle.

Rishabh Bhaskar



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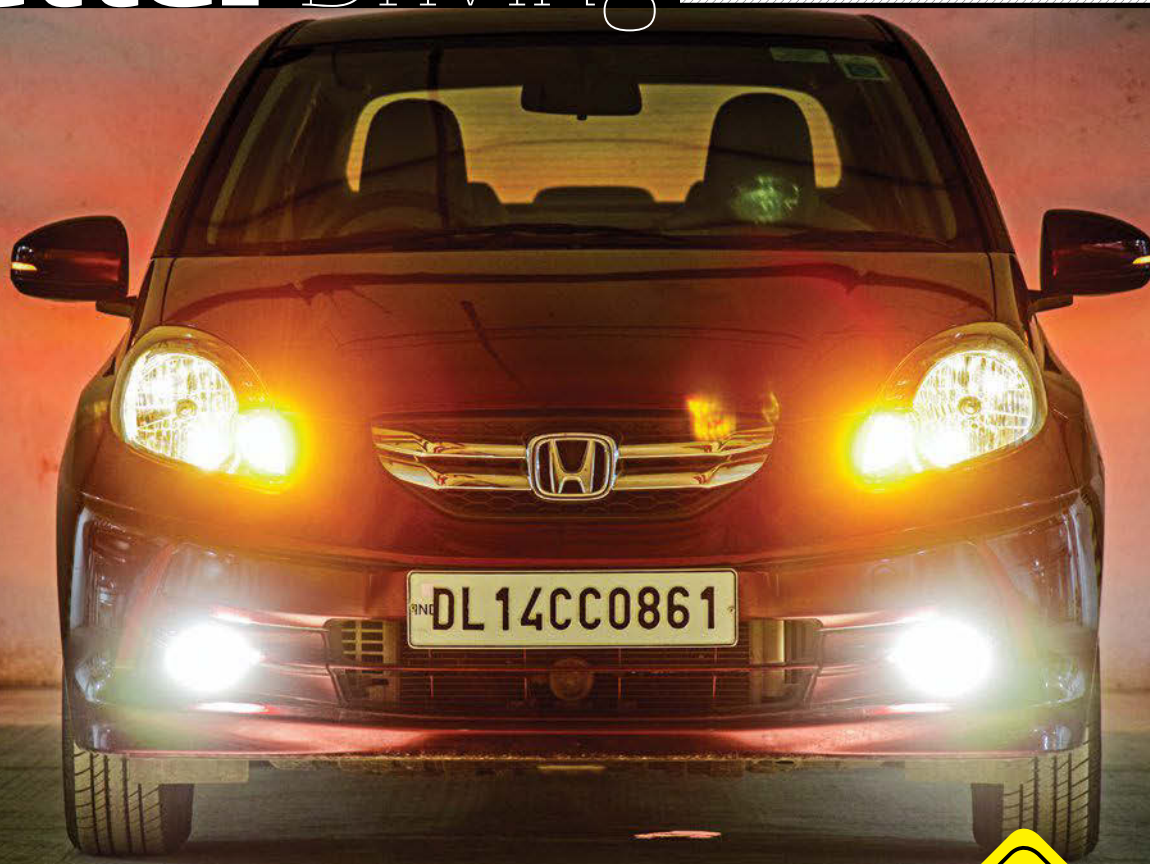
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Light 'em up!

It's not only about seeing but also about being seen. We throw some light on the importance of... er... lights in your car



They may be an overlooked item on your daily/monthly/weekly checklist but you only realise their value when you need them the most.

Your car's lights may not require daily attention but it always helps to check them periodically. But before you set out for that drive under the stars, it's wise to get to know the various functions of all the lights in your car. To begin with, a set of good headlamps is essential for the driver to see what lies ahead and to react in time to obstacles. A properly adjusted headlamp will be the difference between a stress free or fatigue inducing drive at night. Having sufficient forward vision will not only let you drive calmly but also help you spot that dog who decided to cross the highway just before your car. Tail lamps, on the

other hand will ensure that you are visible to drivers behind you. Ensure that both the units are working and always carry an extra set of bulbs.

Besides the head and tail lamps, fog lamps are also of equal importance. Many cars come with these from the mid-spec onwards and contrary to perception they are effective in both foggy and clear driving conditions. The front fog lamps will illuminate the edges of the road and highlight objects such as stones which, usually aren't visible due to limitations of the headlamp. You can also switch them on to accompany the driving lamps during twilight, hence improving your visibility to others.

Rear fog lamps will be highly effective during foggy days/nights. In fact, switching on the head/tail lamps while driving in inclement weather will improve

your chances of being spotted, by several notches. This in turn will reduce the risk of accidents significantly.

The indicators are useful to alert the world around you of your next move. Many accidents occur because the driver swerved or changed lanes without indicating. It certainly does not take too much effort to flick a stalk and that action can save you from a heap of trouble. Lastly, hazard lights are useful to show up a stationary/broken-down vehicle. We've at times seen people switch on the hazard lights when passing through a tunnel which will only confuse other drivers.

It'll be prudent to keep a check on the state of your car's lights (bulb and lens) and battery over the period of ownership. It's a small exercise but the rewards are huge and potentially life saving. **OD**

**HONDA****TAIL LAMPS**

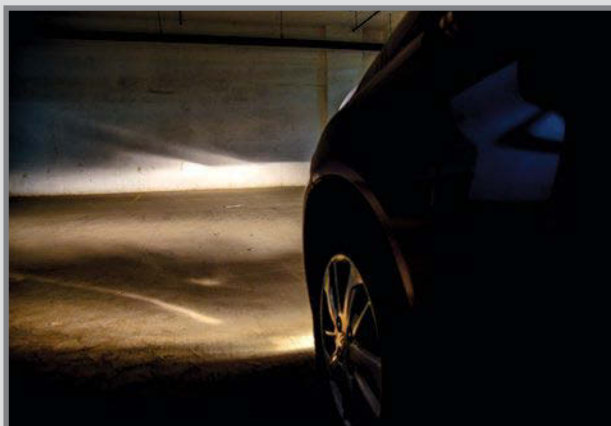
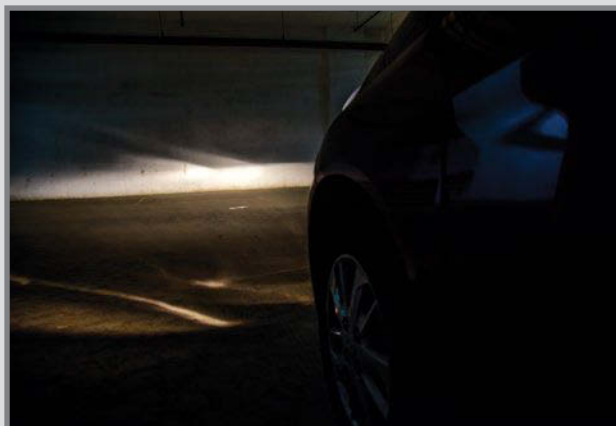
A set of bright tail lamps are essential for getting noticed in the dark and to prevent a rear-end collision. Ensure that both the lamps are working and replace a fused bulb as soon as possible.

**HEADLAMP LEVEL AND BEAM**

Often forgotten, the headlamp leveller is a fantastic device to control how the light falls on the road. If you load a car with luggage and five adults, the rear is going to be suppressed, resulting in the headlamp beam pointing skywards. In such a case, roll the leveller switch to a setting where the beam falls on the road. The combination switch lets you operate the headlamps, tail lights, indicators and switch between beams. Rotate the ends of the stalk to switch between parking/main lights.

**INDICATORS**

Indicators are your means to show the world where you intend to go. Always indicate well in advance and check mirrors before turning. Hazard lights are useful to highlight a car that's broken down. The feature is especially useful in case your car is stuck at an unsafe spot, such as around a corner. Place the hazard triangle a few feet away from the car to give others some space to react in time.

**HEADLAMPS AND FOG LIGHTS**

On the left is an image with the lights on low beam while the one on the right is with the fog lamps on. The fog lights illuminates the space between the lower half of the headlamp beam and the bumper. Fog lamps also light up the edge of the road, helping you spot obstacles. Use high beam only when necessary and at times when there is no oncoming traffic.



BALENO VS FIGO

I am considering buying a new hatchback. The two cars that I've homed in on are the Maruti Suzuki Baleno Delta 1.2 and the Ford Figo Titanium 1.2 Ti-VCT. Which is the better car?

NIBBIN THOMAS

The Baleno Delta and Figo Titanium petrol variants are priced similarly (with a difference of ₹2,000 ex-Delhi). The Delta variant is one slot above the base Sigma while the Titanium is Ford's premium variant. The Ford only offers a few extra comfort features. In terms of safety, both these car variants offer two airbags and ABS as standard. Only the Figo Titanium Plus gets six airbags. Features aside, the Baleno offers a better petrol motor, better feel from the gearbox, more cabin/boot space and is a segment higher. Resale value should be better too. Maruti Suzuki also offers a larger service network.

WORTH THE WAIT?

I am interested in buying the Toyota Fortuner. Should I get the current model or wait for the new model that is expected to be launched soon? The dealer says that the new Fortuner will cost ₹5-7 lakh more than the current generation model.

DR H S MANN

The Fortuner is a proven and reliable SUV. It is still one of our favourite SUVs today but we suggest you wait for the all-new model. The next generation Fortuner has already been unveiled internationally and is expected to

better the current model in every aspect. The new 2.8-litre motor is also a lot more powerful, refined and fuel efficient. Comfort features are expected to be better too. This will definitely add to the price but we still think it's worth the wait.

RS OR SF

I am looking to purchase a motorcycle – my choices are the Bajaj Pulsar RS200 and the Suzuki Gixxer SF. My budget allows me to buy any of the two motorcycles. My priorities are comfort, acceleration, fuel efficiency and

reliability. Which one of these do you recommend?

BHANU DAMIR

They're both good motorcycles. The Pulsar RS200 is significantly more powerful than the Gixxer SF. They're both quite comfortable but fuel efficiency will be slightly higher on the smaller Suzuki. However, to decide, consider how long you'll want to keep the motorcycle. Bajaj's bikes age more rapidly so we wouldn't recommend keeping them around for more than two years.

ANTI-RUST TREATMENT

Is it recommended to get an anti-rust treatment on the Renault Duster AWD? The representative at the car care centre says that the Duster doesn't require it since it already gets an anti-rust coat from the manufacturer that's good for seven years.

SUBHAMOY MUKHERJEE

While premium cars do get the coating from the manufacturer, cars like the Renault Duster don't. It's good to get an anti-rust treatment done from a professional car care centre, especially if you live close to the coast.

MOTORCYCLE UNDER ₹1 LAKH

I am looking for a motorcycle and my budget is ₹90,000. I have shortlisted the following motorcycles – Bajaj Avenger Street 150, Hero Ignitor, Bajaj Pulsar 150, Bajaj Discover 150F. Which one would you recommend? My priorities are styling (cruiser bikes look the best in my opinion), comfortable ride and fuel efficiency.

MIHIR PRAKASH

First let's be clear – cruisers cannot offer the most comfortable ride. It isn't possible because the design reduces the travel on the shock absorbers. Of this lot, the Avenger 150 does hold promise but we cannot recommend it because we have not road tested it yet. What we would urge you to consider is the Suzuki Gixxer. To us, it's currently the best all-round 150 though it isn't a cruiser.



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Bonus level

Things that cost nothing but dramatically change your riding

PRO TIPS FROM **SHUBHABRATA MARMAR**



Another year has passed and I thought it was time to look back to how much better we are riding now and to look forward to what we can do better in 2016. So here's a very easy to implement series of ideas that cost nothing (or nearly nothing) but dramatically change your riding.

1. FOCUS

If you look at accident studies on motorcycles from all over the world, you'll be shocked at how high rider error appears in the list of causes of crashes. Indeed, single bike crashes – where no other vehicle was involved is amongst the leading types of accidents.

What that should tell you is that every time you get on a bike, you need to bring your A game. That begins with concentration. One of the reasons I love riding so much is because it allows me to concentrate fully on just one thing – it's almost like meditating but a lot more lively.

What you should aim for is a state where 100 per cent of your senses and brain are engaged in riding and nothing else. No mental lists, no noticing the girls, just pure riding. You'll be amazed at the improvements. To ace this, you should be able to focus like this every time you ride.

2. HOLD THE BIKE RIGHT

The handlebar, as I've said before, is not meant for you hold on to the bike with. It's a finely tuned instrument designed for controlling speed and direction. The thumb rule is that everything below the belt line is meant to hold the bike with and everything

above that is meant to control the bike with. Use your knees, thighs, calf muscles, ankles, anything that finds purchase on the motorcycle to hold on to it firmly. It should feel like you're a part of the motorcycle. This will make your hands go light and free and you'll think the motorcycle is 30kg lighter and therefore, vastly more responsive. This does imply a certain level of stamina and strength - but no one said motorcycling was easy. A good hard ride should manifest in sore thighs not sore arms or shoulders.

3. LOOK WHERE YOU'RE GOING

This is perhaps the most critical thing of all. If you had to pick one thing to nail, this would be it. Bikes go where the rider is looking. If you look at cars, that is where the bike goes. If you look at the spaces between the cars, that's where the bike goes. Your eyes are naturally drawn to things that might hurt you. Unfortunately, the bike follows your eyes. The trick is to recognise the hazard and then pull your eyes to the escape path - your peripheral vision can track the hazard.

4. EAR PLUGS

Get past about 70kmph and all you hear is wind noise. The problem is continued exposure to wind noise can cause permanent damage to your hearing. Not to mention masking other sounds, whether pleasant - like a lovely intake growl, or warnings - like a horn. While most people think ear plugs block sound, they actually cut volume. Look for a decibel rating on the packaging, go no higher than 29/33 dBA.

Remember to ease yourself into ear plug use. It's a massive change of sensory input.

I recommend wearing them as much as an hour before your first ride with them. It gives the brain time to re-calibrate to the new quieter world your ears are reporting. Hop straight on the bike with plugs on the first time and you'll scare yourself into never using a life-changing upgrade. Once your brain learns the new soundscape, you'll realise that you can hear people talking, hear horns and engines. The only thing that goes missing are wind noise frequencies and trust me, you won't miss those.

Ear plugs can be hard to get in India, search in bigger chemist shops. People have reported success with swimming ear plugs though I prefer disposable soft foam ones shaped like a bullet.

5. HEADLIGHTS IN THE DAY

Visibility is the biggest challenge for the motorcyclist. Most vehicle to bike and pedestrian to bike crashes are caused because the vehicle/pedestrian couldn't judge the speed at which the bike was approaching them. Which is because the scanty front profile of the average bike can disappear against busy urban backgrounds. An easy fix is to turn your headlight on. This might still be illegal in some places though new laws requiring lights to be on all the time for bikes are reportedly on their way. Running low beams is a great place to start but I'm not above switching to high beams for short periods if I think people around me aren't checking their mirrors often enough to be aware of my presence. Used judiciously, a switched-on headlamp makes people around you ultra aware and it makes them less likely to tangle with the bike. **OD**

FOCUS

Riding is a form of meditation. Keep your mind focussed and distraction free. It'll make the experience safer and more fun

LOOK AHEAD

This is the most basic and critical thing. Look where you want to go and your bike will head in that direction. It's that simple and hugely effective

LIGHT UP

Keeping the main beam or parking light on at all times is safer as it makes you more visible to road users and pedestrians

GRIP FIRMLY

Use your lower body to firmly hold the bike. This includes thighs, calves and ankles. The hands should be light and free

So here's a very easy to implement series of ideas that cost nothing (or nearly nothing) but dramatically change your riding

Road hugging cars

When speed is the by-word for safety

Words **Shashank Singh**

LAST MONTH WE DISCUSSED A VERY undesirable property of air, drag. We also took a look at the various aerodynamic tricks used to minimise its effects. Now let us go into something air is good for in the context of automobiles and aerodynamics.

When air moves, it creates pressure differences around the moving stream. These pressure zones, whether high or low have a strong relationship to the speed of the flow. This, in sum, is Bernoulli's theorem.

The airplane wing, or aerofoil, is designed to have a cross section that looks like a teardrop. This is placed so that the fat end leads the wing. On an aircraft, the bottom of the airfoil is generally flat and the upper surface is usually curved. This has a dramatic effect. As the air splits around the wing at speed, the air along the bottom travels a shorter distance than the wind that must run past the curved top surface of the wing. By Bernoulli's theorem, the higher speed air creates a lower pressure zone on the top surface compared to a higher pressure on the lower surface from the slower air there. The result is that the wing experiences a net upward force called lift. When the speed of the aircraft (and its wing) reaches a critical point, lift becomes greater than gravity and the aircraft can now fly.

Obviously, we do not want cars to fly off the ground, right? So in essence, cars use upside down aircraft wings to generate negative lift or downforce.

The importance of downforce starts with motorsport. When the need is to go as fast as possible, one goal is to maximise straight line speed. The other solution is to increase speed in turns so that cars arrive on the straights going faster already and that increases speed overall, in every part of the track.

The challenge with cornering a car harder is centrifugal force. Which essentially spends all its time trying to push anything going in a circular path, radially to the outside, pushing harder and harder as speeds rise. Engineers



Managing air flow is the final frontier in the hunt for ultimate speed

will add stickier tyres, stiffer suspension and increase the width of the car to raise the speed at which centrifugal force overcomes grip but like the hunt for great straight line speeds, costs, technology and often rules will limit what is possible.

Enter wings, aerofoils, splitters et al. What these are tuned to do, is to increase the grip of the car by aerodynamic means - using downforce - with speed. And the faster you go, the more downforce and hence, grip you have. It is stupendous amounts of downforce that allow F1 cars to corner as fast as they can. Ironically, it is also downforce that often prevents drivers from chasing each other closely into corners. The driver behind receives turbulent air that reduces his downforce and consequently grip. Which means the driver behind has to back off lest centrifugal force wins. So critical is the downforce that drivers cannot slow in the middle of corners or keep running after the wings are damaged.

Now imagine a car with a giant rear wing but no aerodynamic downforce generation at the front. Obviously, as it corners harder, the weight of the wing and then the downforce it generates will slowly make the front lighter and lighter until it goes into understeer. Reverse the position of the wing, and the

centrifugal force will unstick the rear first, creating oversteer. Balancing the weight of aero devices and, more importantly, the downforce they generate, is an art.

Normal passenger cars do not usually go fast enough to require such in-depth aerowizardry outside of drag reduction. Which is why bolt-on spoilers on your Maruti Suzuki Swift are basically cosmetic add-ons. However, performance cars, whether hatch or saloon, can use spoilers to create greater high speed stability.

The flip side of the spoiler is, of course, drag. This cuts top speed and in a race situation, the team has to work out the aerodynamics so as to balance drag and downforce to create the best possible lap time. In F1, for example, a slow track like Monaco will usually favour a high downforce setup while a faster, more flowing circuit like Monza would prefer low downforce, low drag for its long straights.

Similarly, while the fastest supercars like the McLaren P1 or LaFerrari deploy spoilers around 120kmph to create downforce, these devices are retracted at seriously high speeds in the search for top speed.

There are, of course, other ways to play with air. Next month, we will talk about ground effect, Coanda effect and diffusers. **OD**

Productreview

Used, abused and thoroughly enjoyed



Resonate ChargePLUS

Premium motorcycle USB charger

The ChargePLUS is a 2A-rated USB charger. Built from aluminium alloy, it feels robust and like it will last. It ships with 3m of fire resistant cables, a sticky mount, cable ties and two short but high quality flat charging cords – micro USB and lightning. What's missing is a clamp style mount for a handlebar (Resonate is working on a solution) so I had to resort to cable ties which worked well enough.

An IPX7 waterproof rating means it can withstand a daily wash and safely be used in the rain. The 3m cable connects the unit directly to the battery so installation is simple. But it means that anyone can plug in, potentially draining your battery even if the ignition is off. A built-in failsafe cuts power when it detects that battery voltage has reduced to 12.1V, the minimum required to start a motorcycle.

It charged my phone from empty to full at roughly the same rate as my similarly rated wall charger. Crucially, it still charged the phone, albeit at a slower rate when I had Google Maps running on 3G and the display set to max brightness.

There's little to dislike – a cigarette-lighter socket would perhaps have had wider utility but Resonate says that design poses waterproofing challenges. Priced at ₹2,800 on Amazon the ChargePLUS comes with a one-year warranty. It's very expensive in a field of ₹300-500 cumbersome-looking Chinese, warranty-free USB chargers, but it's easy to see where the money has gone in the quality of the unit. A smart investment if you need power on the go.

Rishaad Mody

₹2,800 amazon.in

Dirtsack Frogman

Fully waterproof, indigenous motorcycle tail bag

This 50-litre tail bag's claim to fame is that it is the only fully waterproof motorcycle bag on sale by an Indian manufacturer. The Frogman is a massive dry bag that comes with a harness which mounts on a motorcycle.

The dry bag is constructed in bright yellow PVC with welded seams to ensure waterproofing. The top seals with hook-loop and you roll it thrice (at least) before closing the snap fit buckles at each end to close the bag and guarantee waterproofing. Loading the cavernous bag is easy but with no internal organisation, you'll want to make sure you pack such that nothing pokes into your back. 50 litres of space is generous and I was able to pack in a full leather suit and a week's worth of clothes for a trip to the racetrack.

Once packed, you place the bag on the 900 Denier Polyester harness. The snap fit buckles on the roll-top click into the female buckle at either end of the harness. Three snap-fit compression webbing straps on the harness stretch over the bag, holding it in place along with two straps that stretch across the side of the bag.

The process is easier than it sounds. However, I discovered that dealing with all these straps and buckles can get painful in the extreme cold of Ladakh. The harness has a small pocket upfront and its zipper is reluctant around the pocket's corners. The pocket's not very wide either and is best for small, flat objects. There's a reflective stripe at the bottom of the pocket which would work better positioned at the top. However, all told, the bag feels tough and durable.

Mounting it to the bike is easy. You get four separate straps, each with a loop on the end. The looped end connects to the bike and the other side connects to the bag via rugged slide adjust buckles. The front two buckles can be tethered to the pillion footpegs or any other lower anchor point that is preferably vertically

under the buckle. The other two buckles are situated at the back of the bag. This can be a problem because you need a mounting point at the rear – like a luggage rack or a single-piece grab rail. Dirtsack's solution, like most other Indian luggage manufacturers, is to connect the two straps and loop it under the tail of the motorcycle. It's a fairly effective solution but we maintain that it's a bad idea to have a strap anywhere close to where a spinning tyre can touch it. Not to mention the cosmetic damage that'll come with the miles.

On the move, the downside was that the bag never stayed firmly in place, moving a tiny bit forward on bumps and speedbreakers. This is a fairly significant problem on a compact motorcycle where the Frogman already eats into space. By virtue of its design, the bag is quite top heavy and also rather wide, neither of which are good things at high speeds.

The Frogman is, undeniably, waterproof once the roll-top is secured but the pocket on the harness is not. However, it moves around a bit no matter what you do and the only solution is to use it with a luggage rack with secure mount points. So unless you're riding to an extreme location and waterproofing is essential, despite the Frogman's capacity and utility, we think Dirtsack's own Gypsy will be a better bag to live with.

Rishaad Mody

₹3,850 dirtsack.in



Gear & Gadgets

The coolest stuff there is!



1



2

1 Tissot Nicky Hayden

This handsome Tissot is a tribute to world champion Nicky Hayden in his final year at MotoGP before he moves to World Superbikes

Price on request | tissot.ch

2 Steelbird Bang

The latest Steelbird is a motocross style lid with a polycarbonate visor, removable and washable inners and a drop down sun shade.

₹1,849 | In stores

3 Joe Rocket Speedmaster 2.0

Joe Rocket uses CE Level 1 rated high density foam instead of rigid plastic for this back protector. The company claims a more comfortable, less restrictive fit.

₹8,000 | performanceracing.in

4 Bazzaz QS4 Quickshifter

The QS4 cuts ignition for milliseconds when you apply pressure to the shift lever, allowing a lightning quick, near seamless shift. It's a great tool for sport or track riding and works with most motorcycles.

₹37,000 | facebook.com/jvpromoto12

5 Amkette S6 earphones

These earphones are designed for sports activities but we suggest not mixing them with motorcycles. They're affordable, come with a line-in mic and have decent sound quality.

₹695 | flipkart.com

6 AGV Sport Phantom Suit

This perforated leather suit has CE Level 1 rated armour in the knees, elbows and shoulders and comes with an aerodynamic speed hump. Available in multiple colour options.

₹55,000 | performanceracing.in

7 Race Chrono

Available as a paid app but the free version is good enough. It uses data and GPS to record lap times, while providing peak speeds and sector times. The app recognises all three Indian racetracks.

Free | On Android only



3

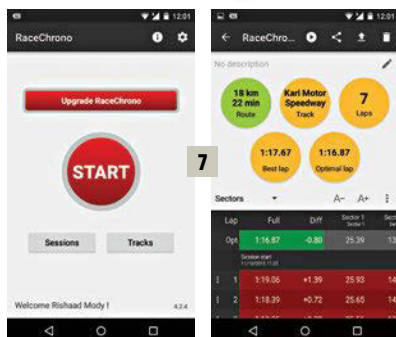
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CAR & BIKE BUYER'S GUIDE



HOW TO USE OUR NEW BUYER'S GUIDE

Make Model Variant	The full name of the car or motorcycle you're looking at, along with the variant name. The entire table is sorted in ascending order of price so you can pick a budget and go nuts
Ex-Mumbai (₹)	This is the price that a Mumbai dealer will charge you before adding insurance and any local taxes. Actual price when quoted by the dealer can vary by a few rupees here and there
Ex-Delhi (₹)	This is the price that a Delhi dealer will charge you before adding insurance and any local taxes. Actual price when quoted by the dealer can vary by a few rupees here and there
Body Type	Applicable to cars, this tells you what kind of an automobile it is. Hatchbacks are good for cities, sedans for airport runs and vans aren't fun to drive but practical. SUVs are a hit in India, of course
Fuel Type	What goes in the tank, simply put. Correlate with the economy information in the Guide to get a sense of how expensive it will be to drive around. Note: All bikes are currently petrol-powered
Engine Displacement (cc)	How big is the engine in cubic centimetres. Bigger engines have more power and make good highway vehicles but can sometimes (but not always) also mean lower economy figures
Power (PS)	How much power the engine makes. This number is considered important but really isn't for daily use. Power is for fast running and flat out performance, neither of which we use all the time
Torque (Nm)	How much torque the engine makes. This shows you how much pulling power/acceleration and driveability the car has. This is hugely important if you like driving and have a lot of in-city trips
Transmission	How power reaches the wheels. Used to be automatics were less efficient and wasted power but the tables have turned. Manuals are awesome but sometimes automatics are better
Top Speed (kmph)	If you had a very long, totally empty road and basically floored it and waited for the speed to build, this is how fast the car or bike would go. In most cases, these are our test figures not claims
0-100 or 0-60 (kmph)	OVERDRIVE's testers work hard to extract authoritative acceleration information. Tells you how fast you'll be off the lights and is a great measure of the engine-transmission combination
City (kmpl)	In all cases, a city economy figure is measured by OVERDRIVE testers who rigorously run cars and motorcycles in the city cycle to produce directly comparable city economy figures
Highway (kmpl)	In all cases, a highway economy figure is measured by OVERDRIVE testers who rigorously run cars and motorcycles on our highway cycle to produce directly comparable city economy figures
Claimed Economy (kmpl)	This is the figure that the manufacturers claim as overall economy for their product. In most cases now, this is the ARAI-certified figure that you'll also see in the showroom
Boot Space (l)	Only applicable to cars, this is the volume of the boot measured in litres. Beware though that the shape of the boot can sometimes compromise its actual utility - read the full road test to be sure
ABS	We believe ABS is a critical part of the safety equipment and for both cars and motorcycles, we've chosen to explicitly display whether or not you have this vital piece of safety tech or not
TC	Traction control allows still more electronic control over the car in slippery situations. Not available in the cheaper cars (or bikes), it is becoming more common
ESP	Electronic Stability Programme is the big daddy of computerised vehicle dynamics safety controls and is currently the holy grail of safety technology
Airbags	They've saved countless lives and we expect the new motor vehicle laws to make them mandatory. Here, the list is the number of airbags. One means driver and two usually means front row
Power Windows (F / R)	Does the vehicle have them or not. Simple
USB/Aux	This is how you connect your music to your car. Usually also a good indicator of how powerful and feature-packed your car's music system is likely to be
Rear Aircon	We like to sit in the rear row and be driven. This is a simple indicator of whether you get your own cooling or your chauffeur is likely to be cooler than you



Make Model Variant	Ex-Mumbai (₹)	Ex-Delhi (₹)	Body Type	Fuel Type	Engine Displacement (cc)	Power (PS)	Torque (Nm)	Transmission	Top Speed (kmph)	0-100 (kmph)	City (kmpl)	Highway (kmpl)	Claimed Economy (kmpl)	Boot Space (l)	ABS	TC	ESP	Airbags	Power Windows (E/R)	USB/Aux	Rear Aircon
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Upto ₹5 lakh

Tata Nano XE	219872	199000	Hatchback	Petrol	624	38	51	M	105	-	-	-	23.6	110	N	N	N	0	N/N	N	N
Tata Nano XM	251618	229000	Hatchback	Petrol	624	38	51	M	105	-	-	-	23.6	110	N	N	N	0	N/N	N	N
Tata Nano CNG	265000	251997	Hatchback	CNG	624	33	45	M	-	-	-	-	25.4	80	N	N	N	0	N/N	N	N
Tata Nano XT	271743	249000	Hatchback	Petrol	624	38	51	M	105	-	-	-	23.6	110	N	N	N	0	Y/N	N	Y
Maruti Suzuki Alto 800 STD	273065	249557	Hatchback	Petrol	796	48	69	M	137	18.6	15.2	25.3	22.7	-	N	N	N	0	N/N	N	N
Maruti Suzuki Omni MPI STD	278955	256243	Van	Petrol	796	35	59	M	-	-	-	-	16.8	-	N	N	N	0	N/N	N	N
Maruti Suzuki Omni E MPI STD	280728	254975	Van	Petrol	796	35	59	M	-	-	-	-	16.8	-	N	N	N	0	N/N	N	N
Renault Kwid STD	285020	256968	Hatchback	Petrol	799	54	72	M	-	-	-	-	25.2	300	N	N	N	0	N/N	N	N
Tata Nano XMA	293387	269000	Hatchback	Petrol	624	38	51	A	106	32.2	17.8	25.4	21.9	94	N	N	N	0	N/N	N	N
Maruti Suzuki Alto 800 LX	311343	286585	Hatchback	Petrol	796	48	69	M	137	18.6	15.2	25.3	22.7	-	N	N	N	0	N/N	N	N
Tata Nano XTA	313000	289000	Hatchback	Petrol	624	38	51	A	106	32.2	17.8	25.4	21.9	94	N	N	N	0	Y/N	N	Y
Hyundai Eon D-lite	315041	310789	Hatchback	Petrol	814	56	75	M	131	19.1	15.6	24.3	21.1	215	N	N	N	0	N/N	N	N
Renault Kwid RxE	317771	288960	Hatchback	Petrol	799	54	72	M	-	-	-	-	25.2	300	N	N	N	0	N/N	N	N
Renault Kwid RxE (O)	324042	294960	Hatchback	Petrol	799	54	72	M	-	-	-	-	25.2	300	N	N	N	0	N/N	Y	Y
Maruti Suzuki Alto 800 Lxi	333988	309434	Hatchback	Petrol	796	48	69	M	137	18.6	15.2	25.3	22.7	-	N	N	N	0	Y/N	N	N
Maruti Suzuki Eeco 5 Seater	340623	313758	Van	Petrol	1196	74	101	M	-	-	-	-	15.1	540	N	N	N	0	N/N	N	N
Renault Kwid RxL	341436	311664	Hatchback	Petrol	799	54	72	M	-	-	-	-	25.2	300	N	N	N	0	N/N	Y	Y
Maruti Suzuki Alto K10 LX	342919	317819	Hatchback	Petrol	998	68	90	M	-	17.5	16.5	22.8	24.1	177	N	N	N	0	N/N	N	N
Datsun GO D	344123	323543	Hatchback	Petrol	1198	68	104	M	158	13.9	17.6	20.7	20.6	265	N	N	N	0	N/N	N	N
Datsun GO DI	346851	326137	Hatchback	Petrol	1198	68	104	M	158	13.9	17.6	20.7	20.6	265	N	N	N	0	N/N	N	N
Maruti Suzuki Alto 800 VXI	348269	333491	Hatchback	Petrol	796	48	69	M	137	18.6	15.2	25.3	22.7	-	N	N	N	0	Y/N	Y	Y
Maruti Suzuki Alto 800 Lxi Airbag	350763	327650	Hatchback	Petrol	796	48	69	M	137	18.6	15.2	25.3	22.7	-	N	N	1	Y/N	N	N	
Hyundai Eon D-lite+	351382	336414	Hatchback	Petrol	814	56	75	M	131	19.1	15.6	24.3	21.1	215	N	N	N	0	N/N	N	N
Maruti Suzuki Eeco 7 Seater	357797	331051	Van	Petrol	1196	74	101	M	-	-	-	-	15.1	540	N	N	N	0	N/N	N	N
Maruti Suzuki Alto K10 LXi	359780	329694	Hatchback	Petrol	998	68	90	M	-	17.5	16.5	22.8	24.1	177	N	N	N	0	N/N	N	N
Hyundai Eon Era+	366144	350496	Hatchback	Petrol	814	56	75	M	131	19.1	15.6	24.3	21.1	215	N	N	N	0	Y/N	N	N
Maruti Suzuki Alto 800 VXI Airbag	367533	341774	Hatchback	Petrol	796	48	69	M	137	18.6	15.2	25.3	22.7	-	N	N	N	1	Y/N	Y	Y
Maruti Suzuki Eeco 5 Seater A/C	370641	344237	Van	Petrol	1196	74	101	M	-	-	-	-	15.1	540	N	N	N	0	N/N	N	N
Renault Kwid RxT	372410	344131	Hatchback	Petrol	799	54	72	M	-	-	-	-	25.2	300	N	N	N	0	Y/N	Y	Y
Nissan Micra Active XE	376311	350000	Hatchback	Petrol	1198	68	104	M	-	-	-	-	19.5	251	N	N	N	0	N/N	N	N
Maruti Suzuki Alto K10 VXI	377309	351134	Hatchback	Petrol	998	68	90	M	-	17.5	16.5	22.8	24.1	177	N	N	N	0	Y/N	Y	Y
Chevrolet Spark Base	378996	360949	Hatchback	Petrol	995	61	87	M	153	15.1	12.0	18.8	16.2	170	N	N	N	0	N/N	N	N
Datsun GO A	381424	359043	Hatchback	Petrol	1198	68	104	M	158	13.9	17.6	20.7	20.6	265	N	N	N	0	N/N	N	N
Renault Kwid RxT (O)	381814	353131	Hatchback	Petrol	799	54	72	M	-	-	-	-	25.2	300	N	N	N	1	Y/N	Y	Y
Maruti Suzuki Wagon R LX	388266	369253	Hatchback	Petrol	998	68	90	M	147	16.2	17.5	23.0	20.5	-	N	N	N	0	N/N	N	N
Maruti Suzuki Alto 800 LXI CNG	393941	367242	Hatchback	CNG	796	48	69	M	137	21.5	15.9	23.2	30.5	-	N	N	N	0	Y/N	N	N
Maruti Suzuki Alto K10 VXI (O)	397973	371070	Hatchback	Petrol	998	68	90	M	-	17.5	16.5	22.8	24.1	177	N	N	N	1	Y/N	Y	Y
Hyundai Eon Magna+	398641	381499	Hatchback	Petrol	814	56	75	M	131	19.1	15.6	24.3	21.1	215	N	N	N	0	Y/N	Y	Y
Datsun GO+ D	398861	379642	MPV	Petrol	1198	68	104	M	-	-	-	-	20.6	48	N	N	N	0	N/N	N	N
Chevrolet Spark LS	408116	388682	Hatchback	Petrol	995	61	87	M	153	15.1	12.0	18.8	16.2	170	N	N	N	0	Y/N	N	N
Maruti Suzuki Eeco 5 seater CNG	410322	381292	Van	CNG	1196	74	101	M	-	-	-	-	20.0	540	N	N	N	0	N/N	N	N
Tata Indica emax GLS	411696	404241	Hatchback	CNG	1193	56	90	M	-	-	-	-	23.7	-	N	N	N	0	N/N	N	N
Maruti Suzuki Celerio LXi	417551	395687	Hatchback	Petrol	998	68	90	M	148	16.8	16.2	22.1	23.1	235	N	N	N	0	N/N	N	N
Datsun GO+ DI	421047	382238	MPV	Petrol	1198	68	104	M	-	-	-	-	20.6	48	N	N	N	0	N/N	N	N
Hyundai Eon 1.0 Kappa Magna +	423536	411477	Hatchback	Petrol	998	69	94	M	139	13.7	14.8	23.2	20.3	215	N	N	N	0	Y/N	Y	Y
Maruti Suzuki Wagon R LXi	424842	401828	Hatchback	Petrol	998	68	90	M	147	16.2	17.5	23.0	20.5	-	N	N	N	0	Y/N	N	N
Maruti Suzuki Alto K10 LXI CNG	425253	401115	Hatchback	CNG	998	59	78	M	-	-	-	-	32.3	-	N	N	N	0	N/N	N	N
Hyundai Eon Magna+LPG	426812	408372	Hatchback	Petrol	814	56	75	M	-	-	-	-	21.1	215	N	N	N	0	Y/N	Y	Y
Hyundai Eon Sportz	428382	409870	Hatchback	Petrol	814	56	75	M	131	19.1	15.6	24.3	21.1	215	N	N	N	1	Y/N	Y	Y
Maruti Suzuki Alto K10 VXI AMT	428875	400881	Hatchback	Petrol	998	68	90	A	-	17.5	16.5	22.8	24.1	177	N	N	N	0	Y/N	Y	Y
Datsun GO T	429615	404912	Hatchback	Petrol	1198	68	104	M	158	13.9	17.6	20.7	20.6	265	N	N	N	0	Y/N	Y	Y
Hyundai i10 1.1 iRDE2 Era	434150	417615	Hatchback	Petrol	1086	69	99	M	143	15.3	15.4	18.8	19.8	225	N	N	N	0	N/N	N	N
Datsun GO+ A	436159	415142	MPV	Petrol	1198	68	104	M	-	-	-	-	20.6	48	N	N	N	0	N/N	N	N
Chevrolet Spark LT	439396	418472	Hatchback	Petrol	995	61	87	M	153	15.1	12.0	18.8	16.2	170	N	N	N	0	Y/Y	Y	Y
Tata Indica emax GLX	439811	413535	Hatchback	CNG	1193	56	90	M	-	-	-	-	23.7	-	N	N	N	0	Y/Y	Y	Y
Hyundai Eon 1.0 Kappa Magna+ (O)	443215	424022	Hatchback	Petrol	998	69	94	M	139	13.7	14.8	23.2	20.3	215	N	N	N	0	Y/N	Y	Y
Maruti Suzuki WagonR Stingray LXi	444832	421113	Hatchback	Petrol	998	68	90	M	-	-	-	-	20.5	-	N	N	N	0	Y/N	N	N
Chevrolet Beat 1.2 PS	445070	424239	Hatchback	Petrol	1199	78	107	M	145	16.5	14.4	19.7	18.6	170	N	N	N	0	N/N	N	N
Maruti Suzuki Eeco 5 seater A/C CNG	446852	418040	Van	CNG	1196	74	101	M	-	-	-	-	20.0	540	N	N	N	0	N/N	N	N
Maruti Suzuki Celerio VXI	448783	426117	Hatchback	Petrol	998	68	90	M	148	16.8	16.2	22.1	23.1	235	N	N	N	0	Y/Y	N	N
Datsun GO T (O)	449751	419912	Hatchback	Petrol	1198	68	104	M	158	13.9	17.6	20.7	20.6	265	N	N	N	1	Y/N	Y	Y
Honda Brio E MT	450925	421400	Hatchback	Petrol	1198	88	109	M	143	12.9	14.6	21.3	19.4	175	N	N	N	0	Y/N	N	N
Maruti Suzuki Wagon R VXI	451430	427565	Hatchback	Petrol	998	68	90	M	147	16.2	17.5	23.0	20.5	-	N	N	N	0	Y/Y	N	Y
Ford Figo 1.2 Petrol Base	452924	429900	Hatchback	Petrol	1196	88	112	M	-	-	-	-	18.2	257	N	N	N	1	N/N	N	N
Hyundai i10 1.1 iRDE2 Magna	458601	440949	Hatchback	Petrol	1086	69	99	M	143	15.3	15.4	18.8	1								

Car Buyer's Guide

Make Model Variant	Ex-Mumbai (₹)	Ex-Delhi (₹)	Body Type	Fuel Type	Engine Displacement (cc)	Power (PS)	Torque (Nm)	Transmission	Top Speed (kmph)	0-100 (kmph)	City (kmpl)	Highway (kmpl)	Claimed Economy (kmpl)	Boot Space (l)	ABS	TC	ESP	Airbags	Power Windows (E/R)	USB/Aux	Rear Aircon
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Upto ₹5 lakh contd...

Maruti Suzuki WagonR Stingray VXI	474186	449518	Hatchback	Petrol	998	68	90	M	-	-	-	-	20.5	-	N	N	N	0	Y/Y	Y	Y
Maruti Suzuki Ritz LXI	474292	444899	Hatchback	Petrol	1197	87	114	M	156	14.7	14.0	19.1	18.5	236	N	N	N	0	N/N	N	N
Honda Brio EX MT	475160	443500	Hatchback	Petrol	1198	88	109	M	143	12.9	14.6	21.3	19.4	175	N	N	N	0	Y/N	Y	Y
Maruti Suzuki WagonR Stingray Lxi (O)	479136	454491	Hatchback	Petrol	998	68	90	M	-	-	-	-	20.5	-	N	N	N	0	Y/N	N	N
Maruti Suzuki Celerio ZXI	480270	456552	Hatchback	Petrol	998	68	90	M	148	16.8	16.2	22.1	23.1	235	N	N	N	1	Y/Y	Y	Y
Ford Figo 1.2 Petrol Ambiente	480977	456600	Hatchback	Petrol	1196	88	112	M	-	-	-	-	18.2	257	N	N	N	2	Y/N	N	N
Maruti Suzuki Wagon R LXI CNG	481615	456592	Hatchback	CNG	998	59	77	M	124	19.5	-	-	26.2	-	N	N	N	0	Y/N	N	N
Maruti Suzuki Wagon R VXI ABS	484363	459552	Hatchback	Petrol	998	68	90	M	147	16.2	17.5	23.0	20.5	-	Y	N	N	2	Y/Y	Y	Y
Maruti Suzuki Wagon R VXI (O)	485759	460881	Hatchback	Petrol	998	68	90	M	147	16.2	17.5	23.0	20.5	-	Y	N	N	2	Y/Y	Y	Y
Maruti Suzuki Swift LXI	489119	464803	Hatchback	Petrol	1197	84	115	M	166	14.0	14.2	24.2	20.4	-	N	N	N	0	N/N	N	N
Hyundai i10 Sportz	489255	470200	Hatchback	Petrol	1086	69	99	M	143	15.3	15.4	18.8	19.8	225	N	N	N	0	Y/Y	Y	Y
Datsun GO+ T	489926	470983	MPV	Petrol	1198	68	104	M	156	13.9	14.4	22.8	20.6	48	N	N	N	0	Y/N	Y	Y
Hyundai Grand i10 ERA CNG	489968	469105	Hatchback	Petrol	1197	83	113	M	-	-	-	-	18.9	256	N	N	N	0	Y/N	N	N
Hyundai Grand i10 ERA Petrol	489968	469105	Hatchback	Petrol	1197	83	113	M	-	-	-	-	18.9	256	N	N	N	0	Y/N	N	N
Chevrolet Sail U-VA PS	492385	468939	Hatchback	Petrol	1199	84	109	M	158	13.6	12.9	18.9	18.2	248	N	N	N	0	Y/N	N	N
Maruti Suzuki Swift LXI (O)	495519	477253	Hatchback	Petrol	1197	84	115	M	166	14.0	14.2	24.2	20.4	-	N	N	N	0	Y/N	N	N
Maruti Suzuki Celerio LDi	496647	465393	Hatchback	Diesel	793	48	125	M	130	21.9	19.1	27.2	27.6	235	N	N	N	0	N/N	N	N
Maruti Suzuki Wagon R VXI AMT	498709	473207	Hatchback	Petrol	998	68	90	A	-	-	-	-	20.5	-	N	N	N	0	Y/Y	N	Y
Mahindra e2o T2	499000	592649	Hatchback	Electric	0	26	54	A	81	-	-	-	-	-	N	N	N	0	Y/N	Y	Y

₹5 lakh to ₹10 lakh

Maruti Suzuki Celerio VXI AMT	500954	470140	Hatchback	Petrol	998	68	90	A	152	17.1	15.5	21.6	23.1	235	N	N	N	0	Y/Y	N	N
Tata Venture LX 7 seater	502062	476595	MPV	Diesel	1405	71	135	M	-	-	-	-	15.4	-	N	N	N	0	N/N	N	N
Nissan Micra Active XV	502431	479222	Hatchback	Petrol	1198	68	104	M	-	-	-	-	19.5	251	N	N	N	0	Y/Y	Y	Y
Tata Indigo emax GLS	505534	505069	Sedan	CNG	1193	65	100	M	-	-	-	-	23.7	150	N	N	N	0	Y/N	N	N
Premier Rio GX	506000	500000	SUV	Petrol	1173	77	104	M	143	19.0	-	-	-	454	Y	N	N	0	Y/N	N	N
Tata Indica Vista TDI LS	507870	501000	Hatchback	Diesel	1405	71	135	M	-	-	-	-	19.1	232	N	N	N	0	N/N	N	N
Tata Zest 1.2-litreXE Revotron 90PS	507929	485514	Sedan	Petrol	1193	90	140	M	-	14.5	15.1	21.4	17.6	360	N	N	N	0	Y/N	N	N
Maruti Suzuki WagonR Stingray VXI (O)	508484	482510	Hatchback	Petrol	998	68	90	M	-	-	-	-	20.5	-	Y	N	N	2	Y/Y	Y	Y
Toyota Etios Liva J	509451	500142	Hatchback	Petrol	1197	80	104	M	151	14.0	14.8	19.7	17.7	251	N	N	N	2	N/N	N	N
Tata Venture LX	510087	484274	MPV	Diesel	1405	71	135	M	-	-	-	-	15.4	-	N	N	N	0	N/N	N	N
Hyundai Grand i10 Magna CNG	510425	488621	Hatchback	CNG	1197	83	113	M	-	-	-	-	18.9	256	N	N	N	0	Y/Y	N	N
Hyundai Grand i10 Magna Petrol	510425	488621	Hatchback	Petrol	1197	83	113	M	-	-	-	-	18.9	256	N	N	N	0	Y/Y	N	N
Maruti Suzuki Ritz VXI	511274	485502	Hatchback	Petrol	1197	87	114	M	156	14.7	14.0	19.1	18.5	236	N	N	N	0	Y/Y	N	N
Tata Indica BS IV LX	512999	503582	Hatchback	Diesel	1396	70	140	M	159	15.6	15.6	22.5	25.0	220	N	N	N	0	Y/Y	Y	Y
Honda Brio S MT	513454	479000	Hatchback	Petrol	1198	88	109	M	143	12.9	14.6	21.3	19.4	175	N	N	N	0	Y/Y	Y	Y
Tata Indigo emax GLX	513536	533366	Sedan	CNG	1193	65	100	M	-	-	-	-	23.7	150	N	N	N	0	Y/Y	Y	Y
Fiat Punto Evo 1.2 Active Petrol	514013	499368	Hatchback	Petrol	1172	68	96	M	152	18.7	15.0	19.5	15.8	280	N	N	N	0	Y/N	N	N
Mahindra Thar Di 4x2	515399	521812	SUV	Diesel	2523	63	183	M	100	-	-	-	16.0	-	N	N	N	0	N/N	N	N
Chevrolet Beat 1.2 LT	517244	492976	Hatchback	Petrol	1199	78	107	M	145	16.5	14.4	19.7	18.6	170	N	N	N	0	Y/Y	Y	Y
Maruti Suzuki Celerio CNG	517352	492364	Hatchback	CNG	998	59	78	M	148	19.4	24.4	29.6	31.8	-	N	N	N	0	Y/Y	N	N
Hyundai Xcent Base Petrol	517593	518054	Sedan	Petrol	1197	83	114	M	159	12.9	13.9	19.1	19.1	407	Y	N	N	0	Y/N	N	N
Hyundai i10 Sportz LPG	518853	500683	Hatchback	LPG	1086	69	99	M	143	15.3	15.3	18.8	19.8	225	N	N	N	0	Y/Y	Y	Y
Ford Figo Aspire Petrol 1.2MT Ambiente	519367	489990	Sedan	Petrol	1196	88	112	M	-	-	-	-	18.2	359	N	N	N	2	Y/N	N	N
Maruti Suzuki WagonR Stingray VXI AMT	521464	494866	Hatchback	Petrol	998	68	90	A	-	-	-	-	20.5	-	N	N	N	0	Y/Y	Y	Y
Maruti Suzuki Baleno Sigma Petrol	522394	499000	Hatchback	Petrol	1197	84	115	M	-	-	-	-	21.4	339	Y	N	N	2	Y/N	N	N
Ford Figo 1.2 Petrol Trend	527203	500600	Hatchback	Petrol	1196	88	112	M	-	-	-	-	18.2	257	N	N	N	2	Y/Y	Y	Y
Maruti Suzuki Celerio VDI	527701	495415	Hatchback	Diesel	793	48	125	M	130	21.9	19.1	27.2	27.6	235	N	N	N	0	Y/Y	N	N
Renault Pulse RxL Petrol	528072	503996	Hatchback	Petrol	1198	76	104	M	-	-	-	-	18.1	251	N	N	N	1	Y/Y	N	N
Mahindra Verito 1.4 G2	528538	504000	Sedan	Petrol	1390	75	110	M	-	-	-	-	-	510	N	N	N	0	N/N	N	N
Maruti Suzuki Celerio ZXI Option	528548	503219	Hatchback	Petrol	998	68	90	M	148	16.8	16.2	22.1	23.1	235	Y	N	N	2	Y/Y	Y	Y
Maruti Suzuki Celerio ZXI AMT	532346	506422	Hatchback	Petrol	998	68	90	A	152	17.1	15.5	21.6	23.1	235	N	N	N	1	Y/Y	Y	Y
Maruti Suzuki Wagon R VXI AMT (O)	533037	505881	Hatchback	Petrol	998	68	90	A	-	-	-	-	20.5	-	Y	N	N	2	Y/Y	Y	Y
Chevrolet Beat PS Diesel	535823	510308	Hatchback	Diesel	936	57	143	M	152	19.0	16.8	23.3	25.4	170	N	N	N	0	N/N	N	N
Nissan Micra Active XV S	535824	502008	Hatchback	Petrol	1198	68	104	M	-	-	-	-	19.5	251	Y	N	N	2	Y/Y	Y	Y
Tata Venture EX 7 seater	535908	503498	MPV	Diesel	1405	71	135	M	-	-	-	-	15.4	-	N	N	N	0	N/N	N	N
Maruti Suzuki Swift Dzire LXI	537400	515562	Sedan	Petrol	1197	84	115	M	-	-	-	-	20.9	-	N	N	N	0	N/N	N	N
Toyota Etios Liva G	537554	517332	Hatchback	Petrol	1197	80	104	M	151	14.0	14.8	19.7	17.7	251	N	N	N	2	Y/Y	N	N
Maruti Suzuki Ritz VXI ABS	538272	510372	Hatchback	Petrol	1197	87	114	M	156	14.7	14.0	19.1	18.5	236	Y	N	N	0	Y/Y	N	N
Mahindra e2o T20	538912	643138	Hatchback	Electric	0	26	54	A	81	-	-	-	-	-	N	N	N	0	Y/N	Y	Y
Tata Bolt 1.2 XM	540341	516442	Hatchback	Petrol	1193	90	140	M	161	15.0	12.8	18.6	17.6	210	Y	N	N	0	Y/Y	Y	Y
Tata Indigo eCS TDI BS III LS	542149	528415	Sedan	Diesel	1405	70	135	M	-	-	-	-	19.6	380	N	N	N	0	Y/N	N	N
Tata Venture EX	544000	511242	MPV	Diesel	1405	71	135	M	-	-	-	-	15.4	-	N	N	N	0	N/N	N	N
Chevrolet Sail U-VA LS	544472	518544	Hatchback	Petrol	1199	84	109	M	158	13.6	12.9	18.9	18.2	248	N	N	N	0	Y/Y	Y	Y
Honda Brio V MT	549650	512600	Hatchback	Petrol	1198	88	109	M	143	12.9	14.6	21.3	19.4	175	Y	N	N	0	Y/Y	Y	Y
Mahindra Verito 1.4 G4	550540	531000	Sedan	Petrol	1390	75	110	M	-	-	-	-	-	510	N	N	N	0	Y/Y	N	N
Nissan Micra XL	551239	532679	Hatchback	Petrol	1198	76	104	M	158	16.5	16.1	19.9	18.4	251	N	N	N	1	Y/N	N	N
Hyundai Grand i10 Sportz CNG	551761	528060	Hatchback	CNG	1197	83	112	M	-	-	-	-	18.9	256	N	N	N	0	Y/Y	Y	Y
Hyundai Grand i10 Sportz Petrol	551761	528060	Hatchback	Petrol	1197	83	112	M	-	-	-	-	18.9	256	N	N	N	0	Y/Y	Y	Y

Make Model Variant	Ex-Mumbai (₹)	Ex-Delhi (₹)	Body Type	Fuel Type	Engine Displacement (cc)	Power (PS)	Torque (Nm)	Transmission	Top Speed (kmph)	0-100 (kmph)	City (kmpl)	Highway (kmpl)	Claimed Economy (kmpl)	Boot Space (l)	ABS	TC	ESP	Airbags	Power Windows (E/R)	USB/Aux	Rear Aircon
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₹5 lakh to ₹10 lakh contd...

Honda Amaze Petrol E	553951	518900	Sedan	Petrol	1198	88	109	M	143	12.5	14.2	20.9	18.0	400	N	N	N	0	Y/Y	N	N
Tata Indica Vista TDI LX	554000	546537	Hatchback	Diesel	1405	71	135	M	-	-	-	-	19.1	232	N	N	N	0	Y/N	Y	Y
Tata Indica Vista Quadrajet 75 LS	554566	547373	Hatchback	Diesel	1248	75	190	M	160	16.1	18.1	23.6	20.9	232	N	N	N	0	N/N	N	N
Maruti Suzuki WagonR Stingray VXI AMT (O)	555761	527510	Hatchback	Petrol	998	68	90	A	-	-	-	-	20.5	-	Y	N	N	2	Y/Y	Y	Y
Maruti Suzuki Swift Dzire LXi(O)	555778	528012	Sedan	Petrol	1197	84	115	M	-	-	-	-	20.9	-	N	N	N	0	Y/N	N	N
Fiat Punto Evo 1.2 Dynamic Petrol	557318	547811	Hatchback	Petrol	1172	68	96	M	152	18.7	15.0	19.5	15.8	280	Y	N	N	0	Y/Y	Y	Y
Ford Figo 1.5 Diesel Base	557987	529900	Hatchback	Diesel	1498	100	215	M	-	-	-	-	25.8	257	N	N	N	1	N/N	N	N
Hyundai Elite i20 Era Petrol	558252	534475	Hatchback	Petrol	1197	83	114	M	159	14.1	13.3	21.2	18.6	285	N	N	N	0	Y/N	N	N
Maruti Suzuki Celerio ZDi	559192	525442	Hatchback	Diesel	793	48	125	M	130	21.9	19.1	27.2	27.6	235	N	N	N	1	Y/Y	Y	Y
Maruti Suzuki Swift VXI	559455	531830	Hatchback	Petrol	1197	84	115	M	166	14.0	14.2	24.2	20.4	-	N	N	N	0	Y/Y	Y	Y
Volkswagen Polo Trendline Petrol	559900	533400	Hatchback	Petrol	1198	75	110	M	140	15.8	12.7	19.0	16.5	280	N	N	N	2	Y/N	N	N
Honda Jazz Petrol E	561191	530900	Hatchback	Petrol	1199	90	110	M	-	-	-	-	18.4	354	N	N	N	0	Y/Y	N	N
Chevrolet Beat LS Diesel	564600	537714	Hatchback	Diesel	936	57	143	M	152	19.0	16.8	23.3	25.4	170	N	N	N	0	Y/N	N	N
Tata Bolt 1.2 XMS	564613	540583	Hatchback	Petrol	1193	90	140	M	161	15.0	12.8	18.6	17.6	210	Y	N	N	2	Y/Y	Y	Y
Chevrolet Sail U-VA LS ABS	568578	541503	Hatchback	Petrol	1199	84	109	M	158	13.6	12.9	18.9	18.2	248	Y	N	N	1	Y/Y	Y	Y
Chevrolet Beat 1.2 LT Option Pack	571401	544554	Hatchback	Petrol	1199	78	107	M	145	16.5	14.4	19.7	18.6	170	Y	N	N	2	Y/Y	Y	Y
Tata Zest 1.2-litre XM Revotron 90PS	574275	548959	Sedan	Petrol	1193	90	140	M	-	14.5	15.1	21.4	17.6	360	Y	N	N	0	Y/Y	Y	Y
Tata Indigo eCS TDI BS III LX	574316	559643	Sedan	Diesel	1405	70	135	M	-	-	-	-	19.6	380	N	N	N	0	Y/Y	Y	Y
Tata Indigo eCS CR4 BS IV LS	575334	563632	Sedan	Diesel	1396	70	140	M	-	-	-	-	25.0	380	N	N	N	0	Y/N	N	N
Tata Bolt 1.3 XE	575610	550435	Hatchback	Diesel	1248	75	190	M	-	-	-	-	23.0	210	N	N	N	0	N/N	N	N
Maruti Suzuki Ritz ZXI	577033	546408	Hatchback	Petrol	1197	87	114	M	156	14.7	14.0	19.1	18.5	236	Y	N	N	2	Y/Y	Y	Y
Chevrolet Sail Petrol PS	579888	552274	Sedan	Petrol	1199	84	109	M	158	13.6	12.9	18.9	18.2	370	N	N	N	0	Y/N	N	N
Maruti Suzuki Ritz LDi	579979	554525	Hatchback	Diesel	1248	75	190	M	163	15.4	17.8	19.7	23.2	236	N	N	N	0	N/N	N	N
Toyota Etios Liva V	580114	567393	Hatchback	Petrol	1197	80	104	M	151	14.0	14.8	19.7	17.7	251	Y	N	N	2	Y/Y	Y	Y
Hyundai Grand i10 Asta CNG	580244	555237	Hatchback	CNG	1197	83	112	M	-	-	-	-	18.9	256	N	N	N	0	Y/Y	Y	Y
Hyundai Grand i10 Asta Petrol	580244	555237	Hatchback	Petrol	1197	83	112	M	-	-	-	-	18.9	256	N	N	N	0	Y/Y	Y	Y
Hyundai Xcent Base Petrol CNG	582593	583054	Sedan	CNG	1197	83	114	M	159	12.9	13.9	19.1	19.1	407	Y	N	N	0	Y/N	N	N
Hyundai Grand i10 ERA Diesel	582793	554984	Hatchback	Diesel	1120	71	160	M	156	15.3	19.3	24.2	24.0	256	N	N	N	0	Y/N	N	N
Tata Venture GX 7 seater	588519	554298	MPV	Diesel	1405	71	135	M	-	-	-	-	15.4	-	N	N	N	0	Y/N	N	Y
Hyundai Xcent S Petrol	589073	582065	Sedan	Petrol	1197	83	114	M	159	12.9	13.9	19.1	19.1	407	Y	N	N	0	Y/Y	Y	Y
Mahindra Thar Di 4x4	589842	596360	SUV	Diesel	2523	63	183	M	100	-	-	-	16.0	-	N	N	N	0	N/N	N	N
Honda Brio VX MT	590567	552100	Hatchback	Petrol	1198	88	109	M	143	12.9	14.6	21.3	19.4	175	Y	N	N	2	Y/Y	Y	Y
Tata Indigo eCS CR4 BS IV LX	591885	577700	Sedan	Diesel	1396	70	140	M	-	-	-	-	25.0	380	N	N	N	0	Y/Y	Y	Y
Ford Figo 1.5 Diesel Ambiente	592343	562600	Hatchback	Diesel	1498	100	215	M	-	-	-	-	25.8	257	N	N	N	2	Y/N	N	N
Honda Amaze Petrol EX	593085	555800	Sedan	Petrol	1198	88	109	M	143	12.5	14.2	20.9	18.0	400	N	N	N	0	Y/Y	Y	Y
Maruti Suzuki Swift Dzire VXI	594769	593847	Sedan	Petrol	1197	84	115	M	-	-	-	-	20.9	-	N	N	N	0	Y/Y	Y	Y
Tata Zest 1.2-litre XMS Revotron 90PS	594988	569612	Sedan	Petrol	1193	90	140	M	-	14.5	15.1	21.4	17.6	360	Y	N	N	2	Y/Y	Y	Y
Maruti Suzuki Baleno Delta Petrol	597299	571000	Hatchback	Petrol	1197	84	115	M	-	-	-	-	21.4	339	Y	N	N	2	Y/Y	Y	Y
Chevrolet Sail U-VA PS Diesel	599583	571383	Hatchback	Diesel	1248	75	190	M	163	16.2	15.8	21.6	22.1	248	N	N	N	0	Y/N	N	N
Premier Rio Dx	603000	592000	SUV	Diesel	1489	65	152	M	-	-	-	-	-	454	Y	N	N	0	Y/N	N	N
Hyundai Grand i10 Magna Diesel	603349	574597	Hatchback	Diesel	1120	71	160	M	156	15.3	19.3	24.2	24.0	256	N	N	N	0	Y/Y	N	N
Tata Venture GX	605710	570749	MPV	Diesel	1405	71	135	M	-	-	-	-	15.4	-	N	N	N	0	Y/N	N	Y
Ford Figo 1.2 Petrol Titanium	605999	575600	Hatchback	Petrol	1196	88	112	M	-	-	-	-	18.2	257	Y	N	N	2	Y/Y	Y	Y
Maruti Suzuki Celerio ZDi(O)	607565	571484	Hatchback	Diesel	793	48	125	M	130	21.9	19.1	27.2	27.6	235	Y	N	N	2	Y/Y	Y	Y
Mahindra Genio SC	608024	611234	Pick-up	Diesel	2489	75	220	M	120	-	-	-	-	-	N	N	N	0	N/N	N	N
Isuzu D-Max Cab-Chassis	609000	599000	Pick-up	Diesel	2499	135	294	M	175	-	-	-	13.2	-	N	N	N	0	N/N	N	N
Chevrolet Beat LT Diesel	610107	581054	Hatchback	Diesel	936	57	143	M	152	19.0	16.8	23.3	25.4	170	N	N	N	0	Y/Y	Y	Y
Fiat Punto Evo 1.3 Active Diesel	610602	594913	Hatchback	Diesel	1248	76	197	M	142	18.7	13.8	17.6	21.2	280	N	N	N	0	Y/N	N	N
Ford Figo Aspire Petrol 1.2MT Trend	610771	576990	Sedan	Petrol	1196	88	112	M	-	-	-	-	18.2	359	N	N	N	2	Y/Y	Y	Y
Hyundai Xcent Base Diesel	611416	601402	Sedan	Diesel	1120	72	180	M	156	15.1	14.9	22.6	24.4	407	Y	N	N	0	Y/N	N	N
Nissan Micra XE	612069	574578	Hatchback	Diesel	1461	64	160	M	163	15.2	15.8	22.7	23.1	251	N	N	N	1	N/N	N	N
Hyundai Grand i10 Asta (O) CNG	613659	587115	Hatchback	CNG	1197	83	112	M	-	-	-	-	18.9	256	Y	N	N	2	Y/Y	Y	Y
Hyundai Grand i10 Asta (O) Petrol	613659	587115	Hatchback	Petrol	1197	83	112	M	-	-	-	-	18.9	256	Y	N	N	2	Y/Y	Y	Y
Maruti Suzuki Swift LDi	613684	584797	Hatchback	Diesel	1248	75	190	M	152	13.2	14.9	19.3	25.2	-	N	N	N	0	Y/N	N	N
Maruti Suzuki Ritz VDi	613726	587516	Hatchback	Diesel	1248	75	190	M	163	15.4	17.8	19.7	23.2	236	N	N	N	0	Y/Y	N	N
Tata Zest 1.3-litre XE Quadrajet 75PS	614437	587636	Sedan	Diesel	1248	75	190	M	-	-	-	-	23.0	360	N	N	N	0	Y/N	N	N
Hyundai Elite i20 Magna Petrol	614866	588486	Hatchback	Petrol	1197	83	114	M	159	14.1	13.3	21.2	18.6	285	N	N	N	0	Y/Y	Y	Y
Tata Manza GLS	616252	596891	Sedan	Petrol	1368	90	116	M	170	16.1	12.9	15.6	13.1	460	N	N	N	0	N/N	N	N
Hyundai Xcent S Petrol Option Pack	616300	589988	Sedan	Petrol	1197	83	114	M	159	12.9	13.9	19.1	19.1	407	Y	N	N	0	Y/Y	Y	Y
Nissan Micra XL (O)	620052	585676	Hatchback	Petrol	1198	76	104	M	158	16.5	16.1	19.9	18.4	251	Y	N	N	1	Y/Y	Y	Y
Toyota Etios J Petrol	621843	610731	Sedan	Petrol	1496	90	132	M	175	12.6	13.1	18.4	16.8	595	N	N	N	2	N/N	N	N
Honda Jazz Petrol S	623579	594000	Hatchback	Petrol	1199	90	110	M	-	-	-	-	18.7	354	N	N	N	0	Y/Y	Y	Y
Volkswagen Polo Comfortline Petrol	624397	595900	Hatchback	Petrol	1198	75	110	M	140	15.8	12.7	19.0	16.5	280	Y	N	N	2	Y/Y	Y	Y
Ford Figo Aspire Diesel 1.5MT Ambiente	624428	589990	Sedan	Diesel	1498	100	215	M	177	11.5	15.3	25.5	25.8	359	N	N	N	2	Y/N	N	N
Tata Indica Vista Quadrajet 75 VX Tech	627466	618591	Hatchback	Diesel	1248	75	190	M	160	16.1	18.1	23.6	20.9	232	Y	N	N	0	Y/Y	Y	Y
Ford Figo 1.5 Diesel Trend	629115	597600	Hatchback	Diesel	1498	100	215	M	-	-	-	-	25.8	257	N	N	N	2	Y/Y	Y	Y
Fiat Linea Classic Petrol	629531	625352	Sedan	Petrol	1368	90	115	M	164	15.2	12.7	17.4	14.9	500	N	N	N	0	Y/Y	N	N
Force Gurkha Soft Top (4x2)	630850	642052	SUV	Diesel	2596	82	230	M	-	-	-	-	-	-	N	N	N	0	N/N	N	N
Tata Sumo Gold CX-BS 3	631322	622724	SUV	Diesel	2956	67-70	223	M	-	-	-	-	15.3	-	N	N	N	0	N/N	N	N
Tata Manza LS	631340	616294	Sedan	Diesel	1248	90	200	M	164	15.6	13.9	24.6	21.0	460	N	N	N	0	N/N	N	N
Maruti Suzuki Ritz VDi ABS	632780	606296	Hatchback	Diesel	1248	75	190	M	163	15.4	17.8	19.7	23.2	236	Y	N	N	0	Y/Y	N	N

Car Buyer's Guide

Make Model Variant	Ex-Mumbai (₹)	Ex-Delhi (₹)	Body Type	Fuel Type	Engine Displacement (cc)	Power (PS)	Torque (Nm)	Transmission	Top Speed (kmph)	0-100 (kmph)	City (kmpl)	Highway (kmpl)	Claimed Economy (kmpl)	Boot Space (l)	ABS	TC	ESP	Airbags	Power Windows (F/R)	USB/Aux	Rear Aircon
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₹5 lakh to ₹10 lakh contd...

Mahindra Verito Vibe D2	633000	602903	Hatchback	Diesel	1461	65	160	M	153	15.8	13.8	22.7	20.8	330	N	N	N	0	N/N	N	N
Chevrolet Sail Petrol LS	634941	599900	Sedan	Petrol	1199	84	109	M	158	13.6	12.9	18.9	18.2	370	N	N	N	0	Y/Y	Y	Y
Honda Amaze Petrol S	635051	594800	Sedan	Petrol	1198	88	109	M	143	12.5	14.2	20.9	18.0	400	N	N	N	0	Y/Y	Y	Y
Tata Bolt 1.2 XT	635249	599894	Hatchback	Petrol	1193	90	140	M	161	15.0	12.8	18.6	17.6	210	Y	N	N	2	Y/Y	Y	Y
Mahindra Genio DC	635583	639018	Pick-up	Diesel	2489	75	220	M	120	-	-	-	-	-	N	N	N	0	N/N	N	N
Nissan Micra XL Diesel	639286	616485	Hatchback	Diesel	1461	64	160	M	163	15.2	15.8	22.7	23.1	251	N	N	N	1	Y/N	N	N
Tata Indigo eCS CR4 BS IV VX	639445	617169	Sedan	Diesel	1396	70	140	M	-	-	-	-	25.0	380	Y	N	N	0	Y/Y	Y	Y
Honda Amaze S MT Plus	639772	599585	Sedan	CNG	1198	88	109	M	-	-	-	-	18.0	400	N	N	N	0	Y/Y	Y	Y
Tata Manza GLX	640014	620934	Sedan	Petrol	1368	90	116	M	170	16.1	12.9	15.6	13.1	460	N	N	N	0	Y/Y	Y	Y
Honda Amaze CNG	640071	599585	Sedan	CNG	1198	88	109	M	-	-	-	-	-	400	N	N	N	0	Y/Y	N	N
Tata Bolt 1.3 XM	640227	611985	Hatchback	Diesel	1248	75	190	M	-	-	-	-	23.0	210	Y	N	N	0	Y/Y	Y	Y
Chevrolet Sail U-VA LT ABS	640389	599900	Hatchback	Petrol	1199	84	109	M	158	13.6	12.9	18.9	18.2	248	Y	N	N	2	Y/Y	Y	Y
Honda Brio VX BL Petrol MT	640401	599600	Hatchback	Petrol	1198	88	109	M	143	12.9	14.6	21.3	19.4	175	Y	N	N	2	Y/Y	Y	Y
Renault Pulse RxL ABS	640637	599900	Hatchback	Diesel	1461	64	160	M	158	16.5	15.8	19.9	23.1	251	Y	N	N	1	Y/Y	N	N
Toyota Etios Liva JD	640680	618642	Hatchback	Diesel	1364	68	170	M	160	17.3	16.0	23.5	23.6	251	Y	N	N	2	N/N	N	N
Maruti Suzuki Ritz VXI AT	641574	611257	Hatchback	Petrol	1197	87	114	A	-	17.4	12.8	-	17.2	236	Y	N	N	0	Y/Y	N	N
Fiat Avventura Active FIRE Petrol	643998	656834	Hatchback	Petrol	1368	90	115	M	-	-	-	-	14.4	-	N	N	N	0	Y/N	N	N
Hyundai Grand i10 Sportz Diesel	644881	614223	Hatchback	Diesel	1120	71	160	M	156	15.3	19.3	24.2	24.0	256	N	N	N	0	Y/Y	Y	Y
Maruti Suzuki Baleno Sigma Diesel	644947	616000	Hatchback	Diesel	1248	75	190	M	-	-	-	-	27.4	339	Y	N	N	2	Y/N	N	N
Toyota Etios Liva VX	645066	618436	Hatchback	Petrol	1197	80	104	M	151	13.9	14.8	19.7	17.7	251	Y	N	N	2	Y/Y	Y	Y
Toyota Etios Cross G	648917	623000	Hatchback	Petrol	1197	80	104	M	-	-	-	-	17.7	251	N	N	N	2	Y/Y	Y	N
Maruti Suzuki Ertiga Lxi	652831	599907	MUV	Petrol	1373	92	130	M	-	-	-	-	17.5	-	N	N	1	N/N	N	N	
Toyota Etios G	653615	640972	Sedan	Petrol	1496	90	132	M	175	12.6	13.1	18.4	16.8	595	N	N	N	2	Y/Y	N	N
Isuzu D-Max Single cab	654000	644000	Pick-up	Diesel	2499	135	294	M	175	-	-	-	13.2	-	N	N	N	0	N/N	N	N
Hyundai Xcent S Petrol CNG	654073	647065	Sedan	CNG	1197	83	114	M	159	12.9	13.9	19.1	19.1	407	Y	N	N	0	Y/Y	Y	Y
Maruti Suzuki Swift Dzire LDi	654531	608022	Sedan	Diesel	1248	75	190	M	159	14.2	15.3	23.9	26.6	316	N	N	N	0	Y/N	N	N
Chevrolet Sail U-VA LS Diesel	654670	623495	Hatchback	Diesel	1248	75	190	M	163	16.2	15.8	21.6	22.1	248	N	N	N	0	Y/Y	Y	Y
Chevrolet Enjoy 1.4 LS-8 Petrol	655387	624339	MUV	Petrol	1399	100	131	M	-	-	-	-	13.7	195	N	N	N	0	Y/Y	N	N
Maruti Suzuki Swift ZXI	655431	625683	Hatchback	Petrol	1197	84	115	M	166	14.0	14.2	24.2	20.4	-	Y	N	N	2	Y/Y	Y	Y
Tata Zest 1.2-litre XT Revotron 90PS	657549	627644	Sedan	Petrol	1193	90	140	M	-	14.5	15.1	21.4	17.6	360	Y	N	N	2	Y/Y	Y	Y
Chevrolet Enjoy 1.4 LS-7 Petrol	658333	626984	MUV	Petrol	1399	100	131	M	-	-	-	-	13.7	195	N	N	N	0	Y/Y	N	N
Maruti Suzuki Baleno Zeta Petrol	660137	631000	Hatchback	Petrol	1197	84	115	M	-	-	-	-	21.4	339	Y	N	N	2	Y/Y	Y	Y
Mahindra Verito Vibe D4	661808	630301	Hatchback	Diesel	1461	65	160	M	153	15.8	13.8	22.7	20.8	330	N	N	N	0	Y/Y	N	N
Tata Bolt 1.3 XMS	663701	635350	Hatchback	Diesel	1248	75	190	M	-	-	-	-	23.0	210	Y	N	N	2	Y/Y	Y	Y
Chevrolet Beat LT Option Pack Diesel	663889	632248	Hatchback	Diesel	936	57	143	M	152	19.0	16.8	23.3	25.4	170	Y	N	N	2	Y/Y	Y	Y
Tata Sumo Gold CX	665638	656186	SUV	Diesel	2956	85	250	M	-	-	-	-	16.0	-	N	N	N	0	N/N	N	N
Toyota Etios Liva GD	668783	635832	Hatchback	Diesel	1364	68	170	M	160	17.3	16.0	23.5	23.6	251	Y	N	N	2	Y/Y	N	N
Mahindra Bolero EX NON AC BS4	669986	651914	SUV	Diesel	2523	63	195	M	-	-	-	-	16.0	480	N	N	N	0	N/N	N	N
Premier Rio GLX	670000	659000	SUV	Petrol	1173	77	104	M	143	19.0	-	-	-	454	Y	N	N	0	Y/N	N	N
Honda Amaze Diesel E	670035	620500	Sedan	Diesel	1498	100	200	M	141	13.3	15.9	24.0	25.8	400	Y	N	N	0	Y/Y	N	N
Chevrolet Sail U-VA LS ABS Diesel	671036	639186	Hatchback	Diesel	1248	75	190	M	163	16.2	15.8	21.6	22.1	248	N	N	N	1	Y/N	Y	Y
Hyundai Elite i20 Sportz Petrol	671482	639267	Hatchback	Petrol	1197	83	114	M	159	14.1	13.3	21.2	18.6	285	Y	N	N	1	Y/Y	Y	Y
Hyundai Grand i10 Asta Diesel	673503	641530	Hatchback	Diesel	1120	71	160	M	156	15.3	19.3	24.2	24.0	256	N	N	N	0	Y/Y	Y	Y
Chevrolet Sail Petrol LS ABS	673997	635721	Sedan	Petrol	1199	84	109	M	158	13.6	12.9	18.9	18.2	370	Y	N	N	1	Y/Y	Y	Y
Ford Figo 1.2 Petrol Titanium+	674291	640600	Hatchback	Petrol	1196	88	112	M	-	-	-	-	18.2	257	Y	N	N	6	Y/Y	Y	Y
Honda Brio VX AT	674499	631500	Hatchback	Petrol	1198	88	109	A	144	16.1	12.6	20.2	16.5	175	Y	N	N	2	Y/Y	Y	Y
Fiat Punto Evo 1.3 Dynamic Diesel	674870	665435	Hatchback	Diesel	1248	76	197	M	142	18.7	13.8	17.6	21.2	280	Y	N	N	0	Y/Y	Y	Y
Maruti Suzuki Swift VDi	675694	630995	Hatchback	Diesel	1248	75	190	M	152	13.2	16.9	19.3	25.2	-	Y	N	N	0	Y/Y	Y	Y
Isuzu D-Max Space cab flat deck	677000	667000	Pick-up	Diesel	2499	135	294	M	175	-	-	-	13.2	400	N	N	N	0	N/N	N	Y
Volkswagen Polo Highline Petrol	677075	657300	Hatchback	Petrol	1198	75	110	M	140	15.8	12.7	19.0	16.5	280	Y	N	N	2	Y/Y	Y	Y
Hyundai Elite i20 Era Diesel	677547	645644	Hatchback	Diesel	1396	90	220	M	159	13.4	15.3	22.3	22.5	285	N	N	N	0	Y/N	N	N
Hyundai i20 Active 1.2 Base	677934	646845	SUV	Petrol	1197	83	114	M	-	-	-	-	17.2	285	N	N	N	0	Y/Y	Y	Y
Tata Manza GVX	680351	759514	Sedan	Petrol	1368	90	116	M	170	16.1	12.9	15.6	13.1	460	Y	N	N	0	Y/Y	Y	Y
Nissan Micra XL CVT	680791	639990	Hatchback	Petrol	1198	76	104	A	145	15.8	12.8	18.7	19.3	251	Y	N	N	1	Y/Y	Y	Y
Maruti Suzuki Ritz ZDi	681056	647408	Hatchback	Diesel	1248	75	190	M	163	15.4	17.8	19.7	23.2	236	Y	N	N	2	Y/Y	Y	Y
Honda Jazz Petrol SV	681164	644900	Hatchback	Petrol	1199	90	110	M	-	-	-	-	18.2	354	Y	N	N	2	Y/Y	Y	Y
Hyundai Xcent S Petrol Option Pack CNG	681300	654988	Sedan	CNG	1197	83	114	M	159	12.9	13.9	19.1	19.1	407	Y	N	N	0	Y/Y	Y	Y
Hyundai Xcent S Diesel	683355	668437	Sedan	Diesel	1120	72	180	M	156	15.1	14.9	22.6	24.4	407	Y	N	N	0	Y/Y	Y	Y
Tata Zest 1.3-litre XM Quadrajel 90PS	684982	654941	Sedan	Diesel	1248	90	200	M	164	14.7	-	-	20.7	360	Y	N	N	0	Y/Y	Y	Y
Mahindra Genio DC VX	685807	689509	Pick-up	Diesel	2489	75	220	M	120	-	-	-	-	-	N	N	N	0	Y/Y	Y	Y
Honda Jazz Diesel E	686040	649900	Hatchback	Diesel	1498	100	200	M	-	-	-	-	26.8	354	Y	N	N	0	Y/Y	N	N
Hyundai Xcent SX Petrol	687512	621039	Sedan	Petrol	1197	83	114	M	159	12.9	13.9	19.1	19.1	407	Y	N	N	2	Y/Y	Y	Y
Maruti Suzuki Swift Dzire ZXI	688202	690285	Sedan	Petrol																	

Make Model Variant	Ex-Mumbai (₹)	Ex-Delhi (₹)	Body Type	Fuel Type	Engine Displacement (cc)	Power (PS)	Torque (Nm)	Transmission	Top Speed (kmph)	0-100 (kmph)	City (kmpl)	Highway (kmpl)	Claimed Economy (kmpl)	Boot Space (l)	ABS	TC	ESP	Airbags	Power Windows (E/R)	USB/Aux	Rear Aircon
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₹5 lakh to ₹10 lakh contd...

Nissan Micra XL (O) Diesel	704599	666050	Hatchback	Diesel	1461	64	160	M	163	15.2	15.8	22.7	23.1	251	Y	N	N	1	Y/Y	Y	Y
Hyundai Elite i20 Sportz (O) Petrol	705233	674697	Hatchback	Petrol	1197	83	114	M	159	14.1	13.3	21.2	18.6	285	Y	N	N	1	Y/Y	Y	Y
Mahindra Bolero PLUS NON AC BS4	705290	698336	SUV	Diesel	2523	63	195	M	-	-	-	-	16.0	480	N	N	N	0	N/N	N	N
Mahindra Verito 1.5 D2	705392	677965	Sedan	Diesel	1461	65	160	M	149	17.2	14.0	27.3	21.0	510	N	N	N	0	N/N	N	N
Tata Zest 1.3-litre XMS Quadrajel 90PS	705696	675594	Sedan	Diesel	1248	90	200	M	164	14.7	-	-	20.7	360	Y	N	N	2	Y/Y	Y	Y
Toyota Etios V Petrol	706885	680683	Sedan	Petrol	1496	90	132	M	175	12.6	13.1	18.4	16.8	595	Y	N	N	2	Y/Y	Y	Y
Hyundai Grand i10 Asta (O) Diesel	707076	673562	Hatchback	Diesel	1120	71	160	M	156	15.3	19.3	24.2	24.0	256	Y	N	N	2	Y/Y	Y	Y
Maruti Suzuki Baleno Delta Petrol CVT	707842	676000	Hatchback	Petrol	1197	84	115	A	-	-	-	-	21.4	339	Y	N	N	2	Y/Y	Y	Y
Ford Figo 1.5 Diesel Titanium	707911	672600	Hatchback	Diesel	1498	100	215	M	-	-	-	-	25.8	257	Y	N	N	2	Y/Y	Y	Y
Mahindra Bolero EX AC BS4	708039	691914	SUV	Diesel	2523	63	195	M	-	-	-	-	-	480	N	N	N	0	N/N	N	N
Ford Figo Aspire Petrol 1.2MT Titanium	708478	669990	Sedan	Petrol	1196	88	112	M	-	-	-	-	18.2	359	Y	N	N	2	Y/Y	Y	Y
Tata Manza LX	709342	692785	Sedan	Diesel	1248	90	200	M	164	15.6	13.9	24.6	21.0	460	N	N	N	0	Y/Y	Y	Y
Premier Rio Crdi DX	710000	696000	SUV	Diesel	1248	72	183	M	-	15.0	16.6	21.8	23.8	454	Y	N	N	0	Y/N	N	N
Hyundai Xcent S Diesel Option Pack	710584	775481	Sedan	Diesel	1120	72	180	M	156	15.1	14.9	22.6	24.4	407	Y	N	N	0	Y/Y	Y	Y
Chevrolet Sail Diesel PS	711458	677665	Sedan	Diesel	1248	75	190	M	163	16.2	15.8	21.6	22.1	370	N	N	N	0	Y/N	N	N
Maruti Suzuki Swift Dzire VDi	712217	695677	Sedan	Diesel	1248	75	190	M	159	14.2	15.3	23.9	26.6	316	Y	N	N	0	Y/Y	Y	Y
Maruti Suzuki Baleno Delta Diesel	712497	681000	Hatchback	Diesel	1248	75	190	M	-	-	-	-	27.4	339	Y	N	N	2	Y/Y	Y	Y
Honda Mobilio E Petrol	712897	674700	MUV	Petrol	1497	119	145	M	140	11.9	11.1	19.2	17.3	223	N	N	N	0	Y/Y	N	N
Renault Pulse RXZ	713759	680579	Hatchback	Diesel	1461	64	160	M	158	16.5	15.8	19.9	23.1	251	Y	N	N	2	Y/Y	Y	Y
Tata Sumo Gold EX-BS 3	714646	712412	SUV	Diesel	2956	67-70	223	M	-	-	-	-	14.7	-	N	N	N	0	N/N	N	N
Hyundai Xcent SX Petrol Option Pack	714742	689319	Sedan	Petrol	1197	83	114	M	159	12.9	13.9	19.1	19.1	407	Y	N	N	2	Y/Y	Y	Y
Ford Figo Aspire Diesel 1.5MT Trend	715833	676990	Sedan	Diesel	1498	100	215	M	177	11.5	15.3	25.5	25.8	359	N	N	N	2	Y/Y	Y	Y
Chevrolet Enjoy 1.4 LT-8	717765	683586	MUV	Petrol	1399	100	131	M	-	-	-	-	13.7	195	N	N	N	0	Y/Y	Y	Y
Honda Jazz Petrol V	717876	679900	Hatchback	Petrol	1199	90	110	M	-	-	-	-	18.2	354	Y	N	N	2	Y/Y	Y	Y
Chevrolet Enjoy 1.4 LT-7	720544	686232	MUV	Petrol	1399	100	131	M	-	-	-	-	13.7	195	N	N	N	0	Y/Y	Y	Y
Chevrolet Sail Petrol LT ABS	721721	687352	Sedan	Petrol	1199	84	109	M	158	13.6	12.9	18.9	18.2	370	Y	N	N	2	Y/Y	Y	Y
Ford EcoSport 1.5 Petrol Manual Ambiente	723896	679563	SUV	Petrol	1499	112	140	M	165	13.4	11.1	18.3	18.9	346	N	N	N	0	Y/N	Y	Y
Honda Brio VX BL Petrol AT	724333	679000	Hatchback	Petrol	1198	88	109	A	144	16.1	12.6	20.2	16.5	175	Y	N	N	2	Y/Y	Y	Y
Mahindra TUV300 T4	725397	698000	SUV	Diesel	1493	84	230	M	143	17.4	13.1	19.3	18.5	384	N	N	N	0	Y/Y	N	N
Mahindra Verito Vibe D6	727140	692632	Hatchback	Diesel	1461	65	160	M	153	15.8	13.8	22.7	20.8	330	Y	N	N	1	Y/Y	Y	Y
Ford Figo 1.5 Petrol Titanium AT	727874	691600	Hatchback	Petrol	1499	112	136	A	172	12.7	12.3	19.5	17.0	257	Y	Y	Y	2	Y/Y	Y	Y
Hyundai Elite i20 Asta Petrol	729184	697547	Hatchback	Petrol	1197	83	115	M	159	14.1	13.3	21.2	18.6	285	Y	N	N	2	Y/Y	Y	Y
Tata Sumo Gold EX	730934	728295	SUV	Diesel	2956	85	250	M	-	-	-	-	16.0	-	N	N	N	0	N/N	N	N
Honda Amaze Petrol VX	733146	687800	Sedan	Petrol	1198	88	109	M	143	12.5	14.2	20.9	18.0	400	Y	N	N	2	Y/Y	Y	Y
Fiat Linea Classic Diesel	733399	728424	Sedan	Diesel	1248	76	197	M	-	-	-	-	19.5	500	N	N	N	0	Y/Y	N	N
Maruti Suzuki Baleno Alpha Petrol	733453	701000	Hatchback	Petrol	1197	84	115	M	-	-	-	-	21.4	339	Y	N	N	2	Y/Y	Y	Y
Tata Bolt 1.3 XT	733628	700455	Hatchback	Diesel	1248	75	190	M	-	-	-	-	23.0	210	Y	N	N	2	Y/Y	Y	Y
Hyundai Elite i20 Magna Diesel	734436	699917	Hatchback	Diesel	1396	90	220	M	159	13.4	15.3	22.3	22.5	285	N	N	N	0	Y/Y	Y	Y
Nissan Micra CVT XV	736593	704600	Hatchback	Petrol	1198	77	104	A	145	15.8	12.8	18.7	19.3	251	Y	N	N	2	Y/Y	Y	Y
Mahindra Verito 1.5 D4	737357	701311	Sedan	Diesel	1461	65	160	M	149	17.2	14.0	27.3	21.0	510	N	N	N	0	Y/Y	N	N
Toyota Etios J Diesel	737423	720731	Sedan	Diesel	1364	68	170	M	162	15.8	16.0	23.5	23.6	595	N	N	N	2	N/N	N	N
Honda Jazz Petrol CVT S	737910	699000	Hatchback	Petrol	1199	90	110	A	-	-	-	-	19.0	354	Y	N	N	0	Y/Y	Y	Y
Premier Rio Lx	739000	724000	SUV	Diesel	1489	65	152	M	-	-	-	-	-	454	Y	N	N	0	Y/N	N	N
Premier Rio Crdi LX	739000	724000	SUV	Diesel	1248	72	183	M	-	15.0	16.6	21.8	23.8	454	Y	N	N	0	Y/N	N	N
Honda Amaze Diesel S	739085	697800	Sedan	Diesel	1498	100	200	M	141	13.3	15.9	24.0	25.8	400	Y	N	N	0	Y/Y	Y	Y
Volkswagen Cross Polo 1.2 MPI	739381	717800	Hatchback	Petrol	1198	75	110	M	-	-	-	-	16.5	280	Y	N	N	2	Y/Y	Y	Y
Fiat Punto Evo 1.3 Emotion Diesel	740498	733170	Hatchback	Diesel	1248	76	197	M	142	18.7	13.8	17.6	21.2	280	Y	N	N	2	Y/Y	Y	Y
Honda Amaze Petrol S AT	741539	695800	Sedan	Petrol	1198	88	109	A	-	-	-	-	15.5	400	Y	N	N	0	Y/Y	Y	Y
Fiat Avventura Active MULTIJET Diesel	741990	732907	Hatchback	Diesel	1248	93	209	M	159	15.9	14.3	19.8	20.5	280	N	N	N	0	Y/N	N	N
Fiat Punto Evo 1.4 Emotion Petrol	743394	733065	Hatchback	Petrol	1368	90	115	M	156	18.1	12.0	16.0	14.4	280	Y	N	N	2	Y/Y	Y	Y
Mahindra Quanto C4	745693	725558	SUV	Diesel	1493	100	240	M	144	16.2	12.4	18.9	17.2	690	N	N	N	0	Y/Y	N	N
Mahindra Bolero PLUS AC BS4	746582	737612	SUV	Diesel	2523	63	195	M	-	-	-	-	16.0	480	N	N	N	0	N/N	N	N
Toyota Etios Liva VXD	748689	721436	Hatchback	Diesel	1364	68	170	M	160	17.3	16.0	23.5	23.6	251	Y	N	N	2	Y/Y	Y	Y
Icml Extreme LD BS4 Non Ac	748727	705026	MUV	Diesel	1994	120	285	M	165	-	-	-	17.0	462	N	N	N	0	N/N	N	N
Hyundai Elite i20 Asta (O) Petrol	749100	716547	Hatchback	Petrol	1197	83	115	M	159	14.1	13.3	21.2	18.6	285	Y	N	N	2	Y/Y	Y	Y
Mahindra Bolero SLE BS4	750401	741244	SUV	Diesel	2523	63	195	M	-	-	-	-	16.0	480	N	N	N	0	N/N	N	N
Hyundai Xcent SX Petrol CNG	752512	686039	Sedan	CNG	1197	83	114	M	159	12.9	13.9	19.1	19.1	407	Y	N	N	2	Y/Y	Y	Y
Hyundai i20 Active 1.2 S	752513	717993	SUV	Petrol	1197	83	114	M	-	-	-	-	17.2	285	Y	N	N	1	Y/Y	Y	Y
Honda Jazz Diesel S	753695	714000	Hatchback	Diesel	1498	100	200	M	-	-	-	-	27.3	354	Y	N	N	0	Y/Y	Y	Y
Chevrolet Sail Diesel LS	753709	717818	Sedan	Diesel	1248	75	190	M	163	16.2	15.8	21.6	22.1	370	N	N	N	0	Y/Y	Y	Y
Nissan Micra XV Diesel	754407	718058	Hatchback	Diesel	1461	64	160	M	163	15.2	15.8	22.7	23.1	251	Y	N	N	2	Y/Y	Y	Y
Fiat Avventura Dynamic FIRE Petrol	755235	745690	Hatchback	Petrol	1368	90	115	M	-	-	-	-	14.4	-	N	N	N	0	Y/Y	Y	Y
Chevrolet Sail U-VA LT ABS Diesel	757403	721337	Hatchback	Diesel	1248	75	190	M	163	16.2	15.8	21.6	22.1	248	Y	N	N	2	Y/Y	Y	Y
Hyundai Xcent SX Petrol Option Pack CNG	759742	734319	Sedan	CNG	1197	83	114	M	159	12.9	13.9	19.1	19.1	407	Y	N	N	2	Y/Y	Y	Y
Tata Zest 1.3-litre XMA Quadrajel 90PS	759950	725486	Sedan	Diesel	1248	90	200	A	-	17.7	16.2	22.0	21.6	360	Y	N	N	0	Y/Y	Y	Y
Maruti Suzuki Swift ZDi	761551	731120	Hatchback	Diesel	1248	75	190	M	152	13.2	16.9	19.3	25.2	-	Y	N	N	2	Y/Y	Y	Y
Toyota Etios VX Petrol	761721	743215	Sedan	Petrol	1496	90	132	M	175	12.6	13.1	18.4	16.8	595	Y	N	N	2	Y/Y	Y	Y
Mahindra TUV300 T4+	762193	733000	SUV	Diesel	1493	84	230	M	143	17.4	13.1	19.3	18.5	384	Y	N	N	2	Y/Y	N	N
Volkswagen Polo Comfortline Diesel	763269	731000	Hatchback	Diesel	1498	90	230	M	176	13.1	17.5	23.5	20.1	280	Y	N	N	2	Y/Y	Y	Y
Tata Zest 1.3-litre XT Quadrajel 90PS	766242	731593	Sedan	Diesel	1248	90	200	M	164	14.7	14.8	23.6	20.7	390	Y	N	N	2	Y/Y	Y	Y
Ford Figo Aspire Petrol 1.2MT Titanium Plus	766264	724990	Sedan	Petrol	1196	88	112	M	-	-	-	-	18.2	359	Y	N	N	6	Y/Y	Y	Y

Car Buyer's Guide

Make Model Variant	Ex-Mumbai (₹)	Ex-Delhi (₹)	Body Type	Fuel Type	Engine Displacement (cc)	Power (PS)	Torque (Nm)	Transmission	Top Speed (kmph)	0-100 (kmph)	City (kmpl)	Highway (kmpl)	Claimed Economy (kmpl)	Boot Space (l)	ABS	TC	ESP	Airbags	Power Windows (E/R)	USB/Aux	Rear Aircon
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₹5 lakh to ₹10 lakh contd...

Maruti Suzuki Ertiga Vxi	768702	726257	MUV	Petrol	1373	92	130	M	-	-	-	-	17.5	-	Y	N	N	2	Y/Y	Y	Y
Toyota Etios G Diesel	769195	751222	Sedan	Diesel	1364	68	170	M	162	15.8	16.0	23.5	23.6	595	N	N	N	2	Y/Y	N	N
Honda Jazz Petrol VX	769378	729000	Hatchback	Petrol	1199	90	110	M	-	-	-	-	18.2	354	Y	N	N	2	Y/Y	Y	Y
Maruti Suzuki Ciaz VXI	771649	727543	Sedan	Petrol	1373	93	130	M	-	-	-	-	20.7	510	Y	N	N	2	Y/Y	Y	Y
Isuzu D-Max Space cab arched deck	774000	764000	Pick-up	Diesel	2499	135	294	M	175	-	-	-	13.2	400	N	N	N	0	N/N	N	N
Toyota Etios Cross GD	774840	741500	Hatchback	Diesel	1364	68	170	M	154	15.6	16.0	23.5	23.6	251	Y	N	N	2	Y/Y	Y	N
Maruti Suzuki Baleno Zeta Diesel	775335	741000	Hatchback	Diesel	1248	75	190	M	-	-	-	-	27.4	339	Y	N	N	2	Y/Y	Y	Y
Tata Manza VX	777319	759507	Sedan	Diesel	1248	90	200	M	164	15.6	13.9	24.6	21.0	460	Y	N	N	0	Y/Y	Y	Y
Skoda Rapid 1.6 MPI Active	778887	757677	Sedan	Petrol	1598	105	153	M	178	-	9.1	16.1	15.0	460	N	N	N	0	Y/Y	N	N
Fiat Punto Evo 90-HP	778930	771446	Hatchback	Diesel	1248	93	209	M	162	15.6	15.5	19.2	20.5	280	Y	N	N	2	Y/Y	Y	Y
Ford Figo 1.5 Diesel Titanium+	779353	740600	Hatchback	Diesel	1498	100	215	M	-	-	-	-	25.8	257	Y	N	N	6	Y/Y	Y	Y
Tata Manza GEX	780179	759524	Sedan	Petrol	1368	90	116	M	170	16.1	12.9	15.6	13.1	460	Y	N	N	2	Y/Y	Y	Y
Honda Amaze VX(O) MT Petrol	780358	732800	Sedan	Petrol	1198	88	109	M	143	12.5	14.2	20.9	18.0	400	Y	N	N	2	Y/Y	Y	Y
Hyundai Xcent SX Diesel	781811	707201	Sedan	Diesel	1120	72	180	M	156	15.1	14.9	22.6	24.4	407	Y	N	N	2	Y/Y	Y	Y
Honda Amaze Diesel SX	783160	739800	Sedan	Diesel	1498	100	200	M	141	13.3	15.9	24.0	25.8	400	Y	N	N	2	Y/Y	Y	Y
Nissan Sunny XE Petrol	785997	740124	Sedan	Petrol	1498	99	134	M	175	12.8	11.9	21.1	17.0	490	Y	N	N	1	Y/N	N	N
Chevrolet Sail Diesel LS ABS	786331	748887	Sedan	Diesel	1248	75	190	M	163	16.2	15.8	21.6	22.1	370	Y	N	N	1	Y/Y	Y	Y
Fiat Linea Classic Plus Diesel	790421	784973	Sedan	Diesel	1248	76	197	M	-	-	-	-	19.5	500	Y	N	N	0	Y/Y	Y	Y
Hyundai Elite i20 Sportz Diesel	791319	754184	Hatchback	Diesel	1396	90	220	M	159	13.4	15.3	22.3	22.5	285	Y	N	N	1	Y/Y	Y	Y
Chevrolet Enjoy 1.3 TCDi LS-8	792744	754994	MUV	Diesel	1248	75	173	M	-	-	-	-	18.2	195	N	N	N	0	Y/Y	N	N
Hyundai Xcent SX Petrol Option Pack AT	793005	763982	Sedan	Petrol	1197	83	114	A	-	-	-	-	-	407	Y	N	N	2	Y/Y	Y	Y
Nissan Micra XV Premium	793032	746821	Hatchback	Diesel	1461	64	160	M	163	15.2	15.8	22.7	23.0	251	Y	N	N	4	Y/Y	Y	Y
Tata Movus CX 7 Seater	793278	776839	SUV	Diesel	2179	120	250	M	-	-	-	-	15.2	-	N	N	N	0	N/N	N	N
Tata Movus CX 8 Seater	793278	776839	SUV	Diesel	2179	120	250	M	-	-	-	-	15.2	-	N	N	N	0	N/N	N	N
Tata Movus CX 9 Seater	793278	776839	SUV	Diesel	2179	120	250	M	-	-	-	-	15.2	-	N	N	N	0	N/N	N	N
Mahindra TUV300 T6	793732	763000	SUV	Diesel	1493	84	230	M	143	17.4	13.1	19.3	18.5	384	Y	N	N	0	Y/Y	Y	Y
Mahindra Quanto C6	793946	772327	SUV	Diesel	1493	100	240	M	144	16.2	12.4	18.9	17.2	690	Y	N	N	0	Y/Y	Y	Y
Chevrolet Enjoy 1.3 TCDi LS-7	795522	757640	MUV	Diesel	1248	75	173	M	-	-	-	-	18.2	195	N	N	N	0	Y/Y	N	N
Toyota Etios Cross V	796019	763000	Hatchback	Petrol	1496	90	132	M	-	-	-	-	16.8	251	Y	N	N	2	Y/Y	Y	Y
Maruti Suzuki Swift Dzire ZDi	796226	792813	Sedan	Diesel	1248	75	190	M	159	14.2	15.3	23.9	26.6	316	Y	N	N	2	Y/Y	Y	Y
Honda City Petrol E MT	798849	753000	Sedan	Petrol	1497	119	145	M	182	11.5	10.8	18.2	17.8	510	Y	N	N	1	Y/Y	N	N
Tata Sumo Gold GX	799265	793500	SUV	Diesel	2956	85	250	M	-	-	-	-	16.0	-	N	N	N	0	Y/Y	Y	Y
Mahindra Bolero SLX BS4	805295	793460	SUV	Diesel	2523	63	195	M	-	-	-	-	16.0	480	N	N	N	0	Y/Y	N	Y
Maruti Suzuki Ertiga Smart Hybrid Ldi	805311	755826	MUV	Diesel	1248	90	200	M	-	-	-	-	24.5	-	Y	N	N	1	N/N	N	N
Chevrolet Enjoy 1.4 LTZ-8	806459	768056	MUV	Petrol	1399	100	131	M	-	-	-	-	13.7	195	Y	N	N	2	Y/Y	Y	Y
Toyota Etios Cross VD	806467	771600	Hatchback	Diesel	1364	68	170	M	154	15.6	16.0	23.5	23.6	251	Y	N	N	2	Y/Y	Y	Y
Honda Jazz Diesel SV	807088	764900	Hatchback	Diesel	1498	100	200	M	-	-	-	-	27.3	354	Y	N	N	2	Y/Y	Y	Y
Volkswagen Vento Trendline Petrol	808427	785000	Sedan	Petrol	1598	105	153	M	-	-	-	-	16.1	494	N	N	N	2	Y/Y	N	N
Hyundai i20 Active 1.4 Base	808763	771486	SUV	Diesel	1396	90	219	M	159	12.6	16.4	22.7	21.2	285	N	N	N	0	Y/Y	Y	Y
Chevrolet Enjoy 1.4 LTZ-7	809237	770702	MUV	Petrol	1399	100	131	M	-	-	-	-	13.7	195	Y	N	N	2	Y/Y	Y	Y
Mahindra Verito 1.5 D6	810570	771197	Sedan	Diesel	1461	65	160	M	149	17.2	14.0	27.3	21.0	510	Y	N	N	1	Y/Y	Y	Y
Toyota Etios Xclusive Petrol	810679	752715	Sedan	Petrol	1496	90	132	M	175	12.6	13.1	18.4	16.8	595	Y	N	N	2	Y/Y	Y	Y
Maruti Suzuki Ertiga Smart Hybrid Ldi (O)	812615	762778	MUV	Diesel	1248	90	200	M	-	-	-	-	24.5	-	Y	N	N	2	N/N	N	N
Ford Figo Aspire Diesel 1.5MT Titanium	813541	769990	Sedan	Diesel	1498	100	215	M	177	11.5	15.3	25.5	25.8	359	Y	N	N	2	Y/Y	Y	Y
Hyundai Xcent SX Diesel Option Pack	814644	775481	Sedan	Diesel	1120	72	180	M	156	15.1	14.9	22.6	24.4	407	Y	N	N	2	Y/Y	Y	Y
Volkswagen Polo Highline Diesel	815955	792400	Hatchback	Diesel	1498	90	230	M	176	13.1	17.5	23.5	20.1	-	Y	N	N	2	Y/Y	Y	Y
Toyota Etios V Diesel	817117	791183	Sedan	Diesel	1364	68	170	M	162	15.8	16.0	23.5	23.6	595	Y	N	N	2	Y/Y	Y	Y
Hyundai 4S Fluidic Verna 1.4 petrol	818074	780001	Sedan	Petrol	1396	107	135	M	-	-	-	-	17.4	465	Y	N	N	0	Y/Y	N	Y
Honda Amaze Diesel VX	819364	776300	Sedan	Diesel	1498	100	200	M	141	13.3	15.9	24.0	25.8	400	Y	N	N	2	Y/Y	Y	Y
Mahindra TUV300 T6+	820014	788000	SUV	Diesel	1493	84	230	M	143	17.4	13.1	19.3	18.5	384	Y	N	N	2	Y/Y	Y	Y
Mahindra Xylo D4	820293	849812	MUV	Diesel	2489	95	218	M	159	-	-	-	15.0	-	N	N	N	0	Y/Y	N	N
Fiat Linea T-Jet Active 1.4	821069	808118	Sedan	Petrol	1368	114	207	M	-	-	11.3	15.7	15.7	500	Y	N	N	0	Y/Y	N	N
Fiat Avventura Dynamic MULTIJET Diesel	821844	810898	Hatchback	Diesel	1248	93	209	M	159	15.9	14.3	19.8	20.5	280	Y	N	N	0	Y/Y	Y	Y
Mahindra Bolero ZLX BS4	822540	809934	SUV	Diesel	2523	63	195	M	-	-	-	-	16.0	480	N	N	N	0	Y/Y	N	Y
Tata Movus LX 7 Seater	822667	805371	SUV	Diesel	2179	120	250	M	-	-	-	-	15.2	-	N	N	N	0	N/N	N	N
Tata Movus LX 8 Seater	822667	805371	SUV	Diesel	2179	120	250	M	-	-	-	-	15.2	-	N	N	N	0	N/N	N	N
Tata Movus LX 9 Seater	822667	805371	SUV	Diesel	2179	120	250	M	-	-	-	-	15.2	-	N	N	N	0	N/N	N	N
Honda Mobilio S Petrol	823478	780100	MUV	Petrol	1497	119	145	M	140	11.9	11.1	19.2	17.3	223	N	Y	N	0	Y/Y	Y	Y
Ford Figo Aspire Petrol 1.5AT Titanium	824047	779990	Sedan	Petrol	1499	112	136	A	-	-	-	-	18.2	359	Y	Y	Y	2	Y/Y	Y	Y
Mahindra Xylo D2 MAXX BS4	824394	800776	MUV	Diesel	2489	95	218	M	159	-	-	-	15.0	-	N	N	N	0	N/N	N	N
Ford EcoSport 1.5 Petrol Manual Trend	824546	775363	SUV	Petrol	1499	112	140	M	165	13.4	11.1	18.3	18.9	346	Y	N	N	0	Y/Y	Y	Y
Hyundai Elite i20 Sportz (O) Diesel	825232	786537	Hatchback	Diesel	1396	90	220	M	159	13.4	15.3	22.3	22.5	285	Y	N	N	1	Y/Y	Y	Y
Maruti Suzuki Ertiga Zxi	827872	785561	MUV	Petrol	1373	92	130	M	-	-	-	-	17.5	-	Y	N	N	2	Y/Y	Y	Y
Honda Jazz Petrol CVT V	828117	785000	Hatchback	Petrol	1199	90	110	A	-	-	-	-	19.0	354	Y	N	N	2	Y/Y	Y	Y
Honda Amaze Petrol VX AT	828619	778800	Sedan	Petrol	1198	88	109	A	-	-	-	-	15.5	400	Y	N	N	2	Y/Y	Y	Y
Icml Extreme LD BS4	828850	804100	MUV	Diesel	1994	120	285	M	165	-	-	-	17.0	462	N	N	N	0	N/N	N	N
Hyundai i20 Active 1.2 SX	830232	792045	SUV	Petrol	1197	83	114	M	-	-	-	-	17.2	285	Y	N	N	2	Y/Y	Y	Y
Maruti Suzuki Ciaz VXI+	831214	785591	Sedan	Petrol	1373	93	130	M	-	-	-	-	20.7	510	Y	N	N	2	Y/Y	Y	Y
Maruti Suzuki Ertiga Vxi CNG	832029	786051	MUV	CNG	1373	92	130	M	-	-	-	-	17.1	-	Y	N	N	2	Y/Y	Y	Y
Mahindra Xylo D2 BS4	832101	821224	MUV	Diesel	2489	95	218	M	159	-	-	-	15.0	-	N	N	N	0	N/N	N	N
Force Gurkha Soft Top (4x4)	840850	855789	SUV	Diesel	2596	82	230	M	-	-	-	-	-	-	N	N	N	0	N/N	N	N

Make Model Variant	Ex-Mumbai (₹)	Ex-Delhi (₹)	Body Type	Fuel Type	Engine Displacement (cc)	Power (PS)	Torque (Nm)	Transmission	Top Speed (kmph)	0-100 (kmph)	City (kmpl)	Highway (kmpl)	Claimed Economy (kmpl)	Boot Space (l)	ABS	TC	ESP	Airbags	Power Windows (E/R)	USB/Aux	Rear Aircon
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₹5 lakh to ₹10 lakh contd...

Chevrolet Enjoy 1.3 TCDi LT-8	843053	802908	MUV	Diesel	1248	75	173	M	-	-	-	-	18.2	195	N	N	N	0	Y/Y	Y	Y
Tata Zest 1.3-litre XTA Quadrajet 90PS	844259	807333	Sedan	Diesel	1248	90	200	A	-	-	17.7	16.2	22.0	216	360	Y	N	N	2	Y/Y	Y
Mahindra Xylo D2	845472	800776	MUV	Diesel	2489	95	218	M	159	15.9	-	-	15.0	-	N	N	N	0	N/N	N	N
Chevrolet Enjoy 1.3 TCDi LT-7	845713	805441	MUV	Diesel	1248	75	173	M	-	-	-	-	18.2	195	N	N	N	0	Y/Y	Y	Y
Mahindra Quanto C8	846594	823353	SUV	Diesel	1493	100	240	M	144	16.2	12.4	18.9	17.2	690	Y	N	N	2	Y/Y	Y	Y
Ford EcoSport 1.5 Diesel Ambiente	848480	798144	SUV	Diesel	1498	100	205	M	-	-	-	-	22.3	346	N	N	N	0	Y/N	Y	Y
Maruti Suzuki Baleno Alpha Diesel	848623	811000	Hatchback	Diesel	1248	75	190	M	-	-	-	-	27.4	339	Y	N	N	2	Y/Y	Y	Y
Hyundai Elite i20 Asta Diesel	849300	809497	Hatchback	Diesel	1396	90	220	M	159	13.4	15.3	22.3	22.5	285	Y	N	N	2	Y/Y	Y	Y
Chevrolet Sail Diesel LT ABS	849400	808952	Sedan	Diesel	1248	75	190	M	163	16.2	15.8	21.6	22.1	370	Y	N	N	2	Y/Y	Y	Y
Honda Jazz Diesel V	854293	809900	Hatchback	Diesel	1498	100	200	M	-	-	-	-	27.3	354	Y	N	N	2	Y/Y	Y	Y
Force Gurkha Hard Top (4x4)	855850	871057	SUV	Diesel	2596	82	230	M	-	-	-	-	-	-	N	N	N	0	N/N	N	N
Hyundai Xcent SX Petrol Option Pack AT CNG	858005	828982	Sedan	CNG	1197	83	114	A	-	-	-	-	-	407	Y	N	N	2	Y/Y	Y	Y
Mahindra Thar CRDe 4x4	858246	825119	SUV	Diesel	2500	107	247	M	124	18.9	12.9	16.8	16.6	-	N	N	N	0	N/N	N	N
Renault Lodgy 85PS Base	862687	829000	MUV	Diesel	1461	85	200	M	-	-	-	-	21.0	207	Y	N	N	0	N/N	N	N
Honda Mobilio E Diesel	864559	819200	MUV	Diesel	1498	100	200	M	-	-	-	-	24.2	223	Y	N	N	0	Y/Y	N	N
Honda Amaze VX(O) MT Diesel	866586	821300	Sedan	Diesel	1498	100	200	M	141	13.3	15.9	24.0	25.8	400	Y	N	N	2	Y/Y	Y	Y
Honda City Petrol S MT	867124	819000	Sedan	Petrol	1497	119	145	M	182	11.5	10.8	18.2	17.4	510	Y	N	N	1	Y/Y	Y	Y
Fiat Linea Multijet-Active	867494	867297	Sedan	Diesel	1248	93	209	M	169	15.6	14.9	19.1	20.4	500	N	N	N	0	Y/Y	N	N
Nissan Sunny XL Petrol	868656	818800	Sedan	Petrol	1498	99	134	M	175	12.8	11.9	21.1	17.0	490	Y	N	N	1	Y/Y	Y	Y
Skoda Rapid 1.6 MPI Ambition Plus	869068	843266	Sedan	Petrol	1598	105	153	M	178	-	9.1	16.1	15.0	460	Y	N	N	2	Y/Y	Y	Y
Hyundai Elite i20 Asta (O) Diesel	869216	828496	Hatchback	Diesel	1396	90	220	M	159	13.4	15.3	22.3	22.5	285	Y	N	N	2	Y/Y	Y	Y
Renault Scala Rxl Petrol	869418	823575	Sedan	Petrol	1498	99	134	M	156	13.6	20.3	11.7	17.0	490	Y	N	N	2	Y/Y	Y	Y
Ford Figo Aspire Diesel 1.5MT Titanium Plus	871325	824990	Sedan	Diesel	1498	100	215	M	177	11.5	15.3	25.5	25.8	359	Y	N	N	6	Y/Y	Y	Y
Volkswagen Cross Polo 1.5 TDI	872788	847600	Hatchback	Diesel	1498	90	230	M	-	-	-	-	20.1	280	Y	N	N	2	Y/Y	Y	Y
Maruti Suzuki Ertiga Vxi AT	873765	826257	MUV	Petrol	1373	92	130	A	-	-	-	-	17.0	-	Y	N	N	2	Y/Y	Y	Y
Toyota Etios VXD Diesel	874465	853965	Sedan	Diesel	1364	68	170	M	162	15.8	16.0	23.5	23.5	595	Y	N	N	2	Y/Y	Y	Y
Maruti Suzuki Ciaz VDI SHVS	876412	823000	Sedan	Diesel	1248	90	200	M	173	12.9	17.9	24.8	28.1	510	Y	N	N	2	Y/Y	Y	Y
Renault Duster Petrol RxE	876941	830009	SUV	Petrol	1598	104	148	M	-	-	-	-	13.1	475	Y	N	N	0	Y/N	N	N
Tata Manza EX	877403	857884	Sedan	Diesel	1248	90	200	M	164	15.6	13.9	24.6	21.0	460	Y	N	N	2	Y/Y	Y	Y
Fiat Avventura Emotion MULTIJET Diesel	878223	866039	Hatchback	Diesel	1248	93	209	M	159	15.9	14.3	19.8	20.5	280	Y	N	N	2	Y/Y	Y	Y
Maruti Suzuki Ertiga Smart Hybrid Vdi	879296	826300	MUV	Diesel	1248	90	200	M	-	-	-	-	24.5	-	Y	N	N	2	Y/Y	Y	Y
Mahindra TUV300 T8	883092	848000	SUV	Diesel	1493	84	230	M	143	17.4	13.1	19.3	18.5	384	Y	N	N	2	Y/Y	Y	Y
Volkswagen Polo GT TSI	883261	857700	Hatchback	Petrol	1197	105	175	A	183	10.4	13.9	19.3	17.2	-	Y	N	N	2	Y/Y	Y	Y
Volkswagen Polo GT TDI	883320	857800	Hatchback	Diesel	1498	105	250	M	180	11.4	14.5	21.7	19.9	-	Y	N	N	2	Y/Y	Y	Y
Maruti Suzuki S-Cross Sigma 200	883330	834000	SUV	Diesel	1248	90	200	M	-	13.2	-	-	23.7	353	Y	N	N	2	Y/Y	N	N
Hyundai i20 Active 1.4 S	883356	842633	SUV	Diesel	1396	90	219	M	159	12.6	16.4	22.7	21.2	285	Y	N	N	1	Y/Y	Y	Y
Icml Xtreme SD BS4	887377	862627	MUV	Diesel	1994	120	285	M	165	-	-	-	17.0	463	N	N	N	0	Y/N	N	N
Maruti Suzuki Ertiga Zxi+	887769	842572	MUV	Petrol	1373	92	130	M	-	-	-	-	17.5	-	Y	N	N	2	Y/Y	Y	Y
Mahindra Xylo D4 BS4	889136	863554	MUV	Diesel	2489	95	218	M	159	-	-	-	15.0	-	N	N	N	0	Y/Y	N	N
Maruti Suzuki Ciaz Vxi(O) SHVS	891646	837500	Sedan	Diesel	1248	90	200	M	173	12.9	17.9	24.8	28.1	510	Y	N	N	2	Y/Y	Y	Y
Volkswagen Vento Comfortline Petrol (MT)	892813	867000	Sedan	Petrol	1598	105	153	M	-	-	-	-	16.1	494	Y	N	N	2	Y/Y	Y	Y
Mahindra TUV300 T6+ AMT	895707	860000	SUV	Diesel	1493	80	230	A	-	-	-	-	-	384	Y	N	N	2	Y/Y	Y	Y
Tata Safari Dicor LX BS4	895722	890688	SUV	Diesel	2179	140	320	M	-	-	-	-	-	-	N	N	N	0	Y/Y	N	N
Mahindra Scorpio S2	897884	882832	SUV	Diesel	2523	75	200	M	-	-	-	-	-	-	N	N	N	0	Y/Y	N	N
Maruti Suzuki Ciaz ZXI	902125	857504	Sedan	Petrol	1373	93	130	M	-	-	-	-	20.7	510	Y	N	N	2	Y/Y	Y	Y
Honda Jazz Diesel VX	905798	859000	Hatchback	Diesel	1498	100	200	M	-	-	-	-	27.3	354	Y	N	N	2	Y/Y	Y	Y
Ford EcoSport 1.0 EcoBoost Trend+	906494	853363	SUV	Petrol	999	125	170	M	-	11.3	15.3	18.9	18.9	346	Y	N	N	2	Y/Y	Y	Y
Skoda Rapid 1.5 TDI CR Active	907719	880767	Sedan	Diesel	1498	105	250	M	-	-	-	-	21.1	460	N	N	N	0	Y/Y	N	N
Nissan Sunny XE Diesel	912069	860120	Sedan	Diesel	1461	86	200	M	-	-	-	-	22.7	490	Y	N	N	1	Y/N	N	N
Hyundai Creta 1.6 Base petrol	912196	869461	SUV	Petrol	1591	123	151	M	-	-	-	-	15.3	-	Y	N	N	0	Y/Y	Y	Y
Mahindra Scorpio GETAWAY 4WD	912743	885398	Pick-up	Diesel	2600	78	200	M	-	-	-	-	-	-	N	N	N	0	Y/Y	N	N
Skoda Rapid 1.6 MPI Elegance	915447	888266	Sedan	Petrol	1598	105	153	M	178	-	9.1	16.1	15.0	460	Y	N	N	2	Y/Y	Y	Y
Chevrolet Enjoy 1.3 TCDi LTZ-8	920260	876438	MUV	Diesel	1248	75	173	M	-	-	-	-	18.2	195	Y	N	N	2	Y/Y	Y	Y
Chevrolet Enjoy 1.3 TCDi LTZ-7	923038	879084	MUV	Diesel	1248	75	173	M	-	-	-	-	18.2	195	Y	N	N	2	Y/Y	Y	Y
Ford EcoSport 1.5 Diesel Trend	924231	870244	SUV	Diesel	1498	100	205	M	-	-	-	-	22.3	346	Y	N	N	0	Y/Y	Y	Y
Honda City Diesel E MT	926338	875000	Sedan	Diesel	1498	100	200	M	176	12.8	15.5	24.1	26.0	510	Y	N	N	1	Y/Y	N	N
Toyota Etios Xclusive Diesel	927047	863465	Sedan	Diesel	1364	68	170	M	162	15.8	16.0	23.5	23.6	595	Y	N	N	2	Y/Y	Y	Y
Honda City Petrol SV MT	929526	878500	Sedan	Petrol	1497	118	146	M	182	11.5	10.8	18.2	17.4	510	Y	N	N	2	Y/Y	Y	Y
Hyundai 4S Fluidic Verna 1.6 S petrol	931262	887990	Sedan	Petrol	1591	123	154	M	197	11.9	11.1	18.7	17.0	465	Y	N	N	1	Y/Y	Y	Y
Maruti Suzuki Ertiga Smart Hybrid Zdi	935070	882540	MUV	Diesel	1248	90	200	M	-	-	-	-	24.5	-	Y	N	N	2	Y/Y	Y	Y
Volkswagen Vento Trendline Diesel	937150	910000	Sedan	Diesel	1498	105	250	M	-	-	-	-	20.6	494	N	N	N	2	Y/Y	N	N
Maruti Suzuki Ciaz VDI+ SHVS	937304	881500	Sedan	Diesel	1248	90	200	M	173	12.9	17.9	24.8	28.1	510	Y	N	N	2	Y/Y	Y	Y
Fiat Linea T-Jet Dynamic	940267	925637	Sedan	Petrol	1368	114	207	M	187	-	-	-	15.7	500	Y	N	N	2	Y/Y	Y	Y
Hyundai i20 Active 1.4 SX	941075	897685	SUV	Diesel	1396	90	219	M	159	12.6	16.4	22.7	21.2	285	Y	N	N	2	Y/Y	Y	Y
Honda Mobilio S Diesel	941677	892700	MUV	Diesel	1498	100	200	M	-	-	-	-	24.2	223	Y	N	N	0	Y/Y	Y	Y
Force One EX	942483	959272	SUV	Diesel	2650	82	230	M	-	-	-	-	-	473	N	N	N	0	Y/Y	N	N
Skoda Rapid 1.6 MPI (A) Ambition Plus	943214	929940	Sedan	Petrol	1598	105	153	A	178	14.6	9.1	16.1	14.3	460	Y	N	N	2	Y/Y	Y	Y
Ford EcoSport 1.5 Petrol Manual Titanium	945999	890963	SUV	Petrol	1499	112	140	M	165	13.4	11.1	18.3	18.9	346	Y	N	N	2	Y/Y	Y	Y
Renault Lodgy 85PS RxE	946269	909000	MUV	Diesel	1461	85	200	M	-	-	-	-	21.0	207	Y	N	N	0	Y/Y	N	N
Mahindra Xylo H4	949906	935488	MUV	Diesel	2179	120	280	M	168	13.7	11.1	16.7	14.0	-	Y	N	N	0	Y/Y	N	N
Maruti Suzuki Ciaz VXI+ AT	949978	900233	Sedan	Petrol	1373	93	130	A	-	-	-	-	19.1	510	Y	N	N	2	Y/Y	Y	Y

Car Buyer's Guide

Make Model Variant	Ex-Mumbai (₹)	Ex-Delhi (₹)	Body Type	Fuel Type	Engine Displacement (cc)	Power (PS)	Torque (Nm)	Transmission	Top Speed (kmph)	0-100 (kmph)	City (kmpl)	Highway (kmpl)	Claimed Economy (kmpl)	Boot Space (l)	ABS	TC	ESP	Airbags	Power Windows (E/R)	USB/Aux	Rear Aircon
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₹5 lakh to ₹10 lakh contd...

Icml Extreme VD BS4	950791	926041	MUV	Diesel	1994	120	285	M	165	-	-	-	17.0	464	N	N	N	0	Y/Y	N	N
Hyundai 4S Fluidic Verna 1.4 diesel	951232	907034	Sedan	Diesel	1396	90	220	M	-	-	-	-	24.8	465	Y	N	N	0	Y/Y	N	Y
Honda Mobilio V Petrol	955671	906100	MUV	Petrol	1497	119	145	M	140	11.9	11.1	19.2	17.3	223	Y	N	N	2	Y/Y	Y	Y
Renault Duster Diesel 85 RxE	957046	906810	SUV	Diesel	1461	85	200	M	-	-	-	-	19.9	475	N	N	N	0	Y/N	N	N
Mahindra TUV300 T8+ AMT	958785	920000	SUV	Diesel	1493	80	230	A	-	-	-	-	-	384	Y	N	N	2	Y/Y	Y	Y
Renault Scala RxL Diesel	960557	909897	Sedan	Diesel	1461	86	200	M	-	-	-	-	21.6	490	Y	N	N	2	Y/Y	Y	Y
Maruti Suzuki Ciaz RS ZXI+	961400	920000	Sedan	Petrol	1373	93	130	M	-	-	-	-	20.7	510	Y	N	N	2	Y/Y	Y	Y
Maruti Suzuki Ciaz ZXI+	962587	915868	Sedan	Petrol	1373	93	130	M	-	-	-	-	20.7	510	Y	N	N	2	Y/Y	Y	Y
Skoda Rapid 1.6 MPI Elegance Black Package	964097	901367	Sedan	Petrol	1598	105	153	M	178	-	9.1	16.1	14.3	460	Y	N	N	2	Y/Y	Y	Y
Mahindra Scorpio S4	964935	943531	SUV	Diesel	2179	120	280	M	-	-	-	-	-	-	N	N	0	Y/Y	N	N	
Maruti Suzuki S-Cross Delta 200	967861	915000	SUV	Diesel	1248	90	200	M	-	13.2	-	-	23.7	353	Y	N	N	2	Y/Y	Y	Y
Volkswagen Vento Highline Petrol (MT)	969991	942000	Sedan	Petrol	1598	105	153	M	-	-	-	-	16.1	494	Y	N	N	2	Y/Y	Y	Y
Volkswagen Vento Highline Petrol Plus	969991	-	Sedan	Petrol	1598	105	153	M	-	-	-	-	16.1	494	Y	N	N	2	Y/Y	Y	Y
Nissan Evalia XE	970621	862792	MUV	Diesel	1461	86	200	M	151	14.3	14.8	22.3	19.3	490	Y	N	N	0	N/N	N	N
Ford EcoSport 1.5 Diesel Trend+	974661	918244	SUV	Diesel	1498	100	205	M	-	-	-	-	22.3	346	Y	N	N	2	Y/Y	Y	Y
Skoda Rapid 1.5 TDI CR Ambition Plus	977288	933266	Sedan	Diesel	1498	104	250	M	-	-	-	-	21.1	460	Y	N	N	2	Y/Y	Y	Y
Maruti Suzuki Ertiga Smart Hybrid Zdi+	980055	925358	MUV	Diesel	1248	90	200	M	-	-	-	-	24.5	-	Y	N	N	2	Y/Y	Y	Y
Nissan Sunny XL Diesel	980182	924950	Sedan	Diesel	1461	86	200	M	-	-	-	-	22.7	490	Y	N	N	1	Y/Y	Y	Y
Maruti Suzuki Ciaz ZDI SHVS	984200	952501	Sedan	Diesel	1248	90	200	M	173	12.9	17.9	24.8	28.1	510	Y	N	N	2	Y/Y	Y	Y
Fiat Linea Multijet Dynamic	985445	984924	Sedan	Diesel	1248	93	209	M	169	15.6	14.9	19.1	20.4	500	Y	N	N	2	Y/Y	Y	Y
Hyundai 4S Fluidic Verna 1.6 S(O) petrol	987017	941179	Sedan	Petrol	1591	123	154	M	197	11.9	11.1	18.7	17.0	465	Y	N	N	2	Y/Y	Y	Y
Honda City Petrol V MT	990880	937000	Sedan	Petrol	1497	119	145	M	182	11.5	10.8	18.2	17.4	510	Y	N	N	2	Y/Y	Y	Y
Fiat Linea T-Jet Emotion	993006	977726	Sedan	Petrol	1368	114	207	M	-	-	-	-	15.7	500	Y	N	N	2	Y/Y	Y	Y
Honda City Diesel S MT	995037	940500	Sedan	Diesel	1498	100	200	M	176	12.8	15.5	24.1	26.0	510	Y	N	N	1	Y/Y	Y	Y
Maruti Suzuki S-Cross Zeta 200	999000	999000	SUV	Diesel	1248	90	200	M	-	13.2	-	-	23.7	353	Y	N	N	2	Y/Y	Y	Y

₹10 lakh to ₹20 lakh

Hyundai Creta 1.4 Base diesel	1003522	956940	SUV	Diesel	1396	90	220	M	-	-	-	-	21.4	-	Y	N	N	0	Y/Y	Y	Y
Renault Lodgy 85PS RxL	1009131	969000	MUV	Diesel	1461	85	200	M	-	-	-	-	21.0	207	Y	N	N	1	Y/Y	Y	Y
Nissan Sunny XL CVT Petrol	1011733	954982	Sedan	Petrol	1498	101	134	A	-	-	-	-	18.0	490	Y	N	N	1	Y/Y	Y	Y
Honda Mobilio V(O) MT Petrol	1013374	975066	MUV	Petrol	1497	119	145	M	140	11.9	11.1	19.2	17.3	223	Y	N	N	2	Y/Y	Y	Y
Hyundai Creta 1.6 S petrol	1014137	967062	SUV	Petrol	1591	123	151	M	-	-	-	-	15.3	-	Y	N	N	0	Y/Y	Y	Y
Volkswagen Vento Comfortline Petrol (AT)	1016463	987000	Sedan	Petrol	1197	105	175	A	185	10.8	12.8	19.1	18.2	494	Y	N	Y	2	Y/Y	Y	Y
Skoda Rapid 1.6 MPI (A) Elegance	1017486	987266	Sedan	Petrol	1598	105	153	A	178	-	9.1	16.1	14.3	460	Y	N	N	2	Y/Y	Y	Y
Renault Duster Petrol RxL	1018017	946450	SUV	Petrol	1598	104	148	M	-	-	-	-	13.1	475	Y	N	N	1	Y/Y	Y	Y
Maruti Suzuki Ciaz ZXI AT	1020889	972146	Sedan	Petrol	1373	93	130	A	-	-	-	-	19.1	510	Y	N	N	2	Y/Y	Y	Y
Volkswagen Vento Comfortline Diesel (MT)	1021475	992000	Sedan	Diesel	1498	105	250	M	-	-	-	-	20.6	494	Y	N	N	2	Y/Y	Y	Y
Tata Xenon XT 4x2	1022490	995753	Pick-up	Diesel	2179	140	320	M	-	-	-	-	13.5	280	Y	N	N	0	Y/Y	Y	Y
Tata Safari Dicor EX BS 4	1024244	1020163	SUV	Diesel	2179	140	320	M	153	16.6	12.2	17.9	14.3	-	N	N	N	0	Y/Y	Y	Y
Nissan Evalia XE+	1027127	913544	MUV	Diesel	1461	86	200	M	151	14.3	14.8	22.3	19.3	490	Y	N	N	2	N/N	N	Y
Skoda Rapid 1.5 TDI CR Elegance	1030986	987266	Sedan	Diesel	1498	105	250	M	-	-	-	-	21.1	460	Y	N	N	2	Y/Y	Y	Y
Fiat Linea Multijet Emotion	1032999	1032504	Sedan	Diesel	1248	93	209	M	169	15.6	14.9	19.1	20.4	500	Y	N	N	2	Y/Y	Y	Y
Honda City Petrol SV CVT	1037550	981500	Sedan	Petrol	1497	119	145	A	-	-	-	-	18.0	510	Y	N	N	2	Y/Y	Y	Y
Ford EcoSport 1.5 Diesel Titanium	1045683	985844	SUV	Diesel	1498	100	205	M	-	-	-	-	22.3	346	Y	N	N	2	Y/Y	Y	Y
Honda City Diesel SV MT	1046954	993900	Sedan	Diesel	1498	100	200	M	176	12.8	15.5	24.1	26.0	510	Y	N	N	2	Y/Y	Y	Y
Ford EcoSport 1.0 EcoBoost Titanium +	1049485	989463	SUV	Petrol	999	125	170	M	-	11.3	15.3	18.9	18.9	346	Y	N	N	6	Y/Y	Y	Y
Nissan Evalia XL (O)	1053195	1017294	MUV	Diesel	1461	86	200	M	151	14.3	14.8	22.3	19.3	490	Y	N	N	2	Y/N	Y	Y
Ford EcoSport 1.5 Petrol Titanium AT	1053582	993363	SUV	Petrol	1499	112	140	A	-	-	-	-	15.9	346	Y	Y	Y	6	Y/Y	Y	Y
Renault Scala RxZ Diesel	1058005	1002077	Sedan	Diesel	1461	86	200	M	-	-	-	-	21.6	490	Y	N	N	2	Y/Y	Y	Y
Nissan Sunny XV Diesel	1059636	1000576	Sedan	Diesel	1461	86	200	M	-	-	-	-	22.7	490	Y	N	N	2	Y/Y	Y	Y
Renault Lodgy 110PS RxL	1061378	999000	MUV	Diesel	1461	110	245	M	165	13.1	12.3	21.6	20.0	207	Y	N	N	1	Y/Y	Y	Y
Tata Aria Pure LX	1061606	1042274	SUV	Diesel	2179	150	320	M	-	16.8	-	-	15.1	-	N	N	N	0	Y/N	N	N
Honda Mobilio V Diesel	1063386	1008700	MUV	Diesel	1498	100	200	M	-	-	-	-	24.2	223	Y	N	N	2	Y/Y	Y	Y
Hyundai 4S Fluidic Verna 1.6 S(O) AT petrol	1063425	1014075	Sedan	Petrol	1591	123	154	A	-	-	-	-	17.0	465	Y	N	N	2	Y/Y	Y	Y
Renault Duster Diesel 85 RXL	1065958	999000	SUV	Diesel	1461	85	200	M	-	-	-	-	19.9	475	N	N	N	1	Y/Y	Y	Y
Skoda Rapid 1.6 MPI (A) Elegance Black Package	1066131	1000367	Sedan	Petrol	1598	105	153	A	178	-	9.1	16.1	14.3	460	Y	N	N	2	Y/Y	Y	Y
Hyundai 4S Fluidic Verna 1.6 SX petrol	1067891	1018333	Sedan	Petrol	1591	123	154	M	197	11.9	11.1	18.7	17.0	465	Y	N	N	6	Y/Y	Y	Y
Skoda Rapid 1.5 TDI CR Elegance Black Package	1071839	1000367	Sedan	Diesel	1498	105	250	M	-	-	-	-	21.1	460	Y	N	N	2	Y/Y	Y	Y
Maruti Suzuki Ciaz RS ZDi+ SHVS	1074260	1028000	Sedan	Diesel	1248	90	200	M	-	13.2	-	-	28.1	510	Y	N	N	2	Y/Y	Y	Y
Nissan Terrano XE dCi	1075433	1013608	SUV	Diesel	1461	85	200	M	-	-	-	-	20.5	475	N	N	N	1	Y/Y	N	N
Nissan Terrano XL Petrol	1076831	1014941	SUV	Petrol	1598	104	145	M	-	-	-	-	13.2	475	Y	N	N	1	Y/Y	Y	Y
Hyundai 4S Fluidic Verna 1.6 S diesel	1077295	999902	Sedan	Diesel	1582	128	259	M	188	10.6	12.4	23.7	23.9	465	Y	N	N	1	Y/Y	Y	Y
Mahindra Scorpio S6	1081625	1063023	SUV	Diesel	2179	120	280	M	-	-	-	-	-	-	Y	N	N	2	Y/Y	Y	Y
Mahindra Scorpio S4 4WD	1085796	1098451	SUV	Diesel	2179	120	280	M	-	-	-	-	-	-	Y	N	N	2	Y/Y	N	N
Tata Safari Storme LX BS4 4x2	1085999	999010	SUV	Diesel	2179	150	320	M	-	15.0	-	-	14.1	-	N	N	N	0	Y/Y	N	Y
Nissan Sunny XV Premium Pack 2	1089923	1029403	Sedan	Diesel	1461	86	200	M	-	-	-	-	-	490	Y	N	N	4	Y/Y	Y	Y
Honda City Petrol VX MT	1092610	1034000	Sedan	Petrol	1497	119	145	M	182	11.5	10.8	18.2	17.4	510	Y	N	N	2	Y/Y	Y	Y
Maruti Suzuki Ciaz ZDi+ SHVS	1093347	1017500	Sedan	Diesel	1248	90	200	M	173	12.9	17.9	24.8	28.1	510	Y	N	N	2	Y/Y	Y	Y
Volkswagen Vento Highline Petrol (AT)	1093641	1062000	Sedan	Petrol	1197	105	175	A	185	10.8	12.8	19.1	18.2	494	Y	N	Y	2	Y/Y	Y	Y

Make Model Variant	Ex-Mumbai (₹)	Ex-Delhi (₹)	Body Type	Fuel Type	Engine Displacement (cc)	Power (PS)	Torque (Nm)	Transmission	Top Speed (kmph)	0-100 (kmph)	City (kmpl)	Highway (kmpl)	Claimed Economy (kmpl)	Boot Space (l)	ABS	TC	ESP	Airbags	Power Windows (E/R)	USB/Aux	Rear Aircon
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₹10 lakh to ₹20 lakh contd...

Mahindra Xylo H8	1095314	1078139	MUV	Diesel	2179	120	280	M	168	13.7	11.1	16.7	14.0	-	Y	N	N	2	Y/Y	Y	Y
Volkswagen Vento Highline Diesel (MT)	1098714	1067000	Sedan	Diesel	1498	105	250	M	-	-	-	-	20.6	494	Y	N	N	2	Y/Y	Y	Y
Volkswagen Vento Highline Diesel Plus	1098714	-	Sedan	Diesel	1498	105	250	M	-	-	-	-	20.6	494	Y	N	N	2	Y/Y	Y	Y
Hyundai Creta 1.4 S diesel	1103446	1052226	SUV	Diesel	1396	90	220	M	-	-	-	-	21.4	-	Y	N	N	0	Y/Y	Y	Y
Ford EcoSport 1.5 Diesel Titanium +	1107145	1044344	SUV	Diesel	1498	100	205	M	-	-	-	-	22.3	346	Y	N	N	6	Y/Y	Y	Y
Nissan Sunny XV Premium Pack 1	1111749	1050179	Sedan	Diesel	1461	86	200	M	-	-	-	-	22.7	490	Y	N	N	2	Y/Y	Y	Y
Mahindra Scorpio S6 +	1114040	1094473	SUV	Diesel	2179	120	280	M	-	-	-	-	-	-	Y	N	N	2	Y/Y	Y	Y
Nissan Evalia XL	1115040	992503	MUV	Diesel	1461	86	200	M	151	14.3	14.8	22.3	19.3	490	Y	N	N	2	Y/N	Y	Y
Honda City Diesel V MT	1115758	1055500	Sedan	Diesel	1498	100	200	M	176	12.8	15.5	24.1	26.0	510	Y	N	N	2	Y/Y	Y	Y
Skoda Rapid 1.5 TDI CR (A) Ambition Plus	1116427	1068266	Sedan	Diesel	1498	105	250	A	-	-	-	-	21.7	460	Y	N	N	2	Y/Y	Y	Y
Honda Mobilio V(O) MT Diesel	1121093	1077666	MUV	Diesel	1498	100	200	M	-	-	-	-	24.2	223	Y	N	N	2	Y/Y	Y	Y
Nissan Evalia XV (O)	1122024	1083930	MUV	Diesel	1461	86	200	M	151	14.3	14.8	22.3	19.3	490	Y	N	N	2	Y/N	Y	Y
Hyundai 4S Fluidic Verna 1.6 S(O) diesel	1122503	1070435	Sedan	Diesel	1582	128	259	M	188	10.6	12.4	23.7	23.9	465	Y	N	N	2	Y/Y	Y	Y
Honda City Petrol VX(O)	1124074	1064000	Sedan	Petrol	1497	119	145	M	182	11.5	10.8	18.2	17.4	510	Y	N	N	2	Y/Y	Y	Y
Tata Xenon XT 4x4	1129036	1099337	Pick-up	Diesel	2179	140	320	M	-	-	-	-	13.5	280	Y	N	N	0	Y/Y	Y	Y
Maruti Suzuki S-Cross Alpha 200	1135677	1075000	SUV	Diesel	1248	90	200	M	-	13.2	-	-	23.7	353	Y	N	N	2	Y/Y	Y	Y
Renault Duster Diesel 85 RxL plus	1139823	1079868	SUV	Diesel	1461	85	200	M	-	-	-	-	19.9	475	Y	N	N	1	Y/Y	Y	Y
Renault Lodgy 85PS RxZ	1144975	1099000	MUV	Diesel	1461	85	200	M	-	-	-	-	21.0	207	Y	N	N	2	Y/Y	Y	Y
Volkswagen Vento Comfortline Diesel (AT)	1145005	1112000	Sedan	Diesel	1498	105	250	A	180	11.5	13.6	21.4	21.5	494	Y	N	Y	2	Y/Y	Y	Y
Skoda Rapid 1.5 TDI CR (A) Elegance	1166003	1118267	Sedan	Diesel	1498	105	250	A	-	-	-	-	21.7	460	Y	N	N	2	Y/Y	Y	Y
Tata Safari Storme EX BS4 4x2	1167388	1160510	SUV	Diesel	2179	150	320	M	-	15.0	-	-	14.1	-	Y	N	N	0	Y/Y	Y	Y
Honda Mobilio RS Diesel	1178801	1118700	MUV	Diesel	1498	100	200	M	-	-	-	-	24.5	223	Y	N	N	2	Y/Y	Y	Y
Mahindra Xylo H9	1183617	1163791	MUV	Diesel	2179	120	280	M	168	13.7	11.1	16.7	14.0	-	Y	N	N	2	Y/Y	Y	Y
Nissan Terrano XL dCi 85PS	1183766	1116725	SUV	Diesel	1461	85	200	M	-	-	-	-	20.5	475	Y	N	N	1	Y/Y	Y	Y
Hyundai Creta 1.6 SX Plus petrol	1184532	1129548	SUV	Petrol	1591	123	151	M	-	-	-	-	15.3	-	Y	N	N	2	Y/Y	Y	Y
Nissan Evalia XV	1189234	1059141	MUV	Diesel	1461	86	200	M	151	14.3	14.8	22.3	19.3	490	Y	N	N	2	Y/N	Y	Y
Renault Duster Diesel 110 RxL	1194768	1110183	SUV	Diesel	1461	110	245	M	175	12.7	13.9	21.8	19.6	475	Y	N	N	1	Y/Y	Y	Y
Mahindra XUV500 W4	1196809	1129394	MUV	Diesel	2179	140	330	M	-	-	-	-	16.0	-	Y	N	N	2	Y/Y	N	N
Renault Lodgy Stepway 110 RxZ 8 seater	1199000	1199000	MPV	Diesel	1461	110	245	M	165	13.1	12.3	21.6	20.0	207	Y	N	N	2	Y/Y	Y	Y
Skoda Rapid 1.5 TDI CR (A) Elegance Black Package	1201148	1131366	Sedan	Diesel	1498	105	250	A	-	-	-	-	21.1	460	Y	N	N	2	Y/Y	Y	Y
Renault Duster Diesel 85 RxL option pack	1202757	1139369	SUV	Diesel	1461	85	200	M	-	-	-	-	19.9	475	Y	N	N	2	Y/Y	Y	Y
Honda City Petrol VX CVT	1206402	1142500	Sedan	Petrol	1497	119	145	A	-	-	-	-	18.0	510	Y	N	N	2	Y/Y	Y	Y
Renault Lodgy 110PS RxZ 8 Seater	1207670	1159000	MUV	Diesel	1461	110	245	M	165	13.1	12.3	21.6	20.0	207	Y	N	N	2	Y/Y	Y	Y
Mahindra Scorpio S8	1208556	1183949	SUV	Diesel	2179	120	280	M	-	-	-	-	-	-	Y	N	N	2	Y/Y	Y	Y
Hyundai Creta 1.4 S Plus diesel	1211255	1155030	SUV	Diesel	1396	90	220	M	-	-	-	-	21.4	-	Y	N	N	2	Y/Y	Y	Y
Hyundai 4S Fluidic Verna 1.6 SX diesel	1214585	1158282	Sedan	Diesel	1582	128	260	M	188	10.6	12.4	23.7	23.9	465	Y	N	N	6	Y/Y	Y	Y
Honda City Diesel VX MT	1218545	1153500	Sedan	Diesel	1498	100	200	M	176	12.8	15.5	24.1	25.1	510	Y	N	N	2	Y/Y	Y	Y
Nissan Terrano XL dCi Plus 85PS	1219854	1145123	SUV	Diesel	1461	85	200	M	-	-	-	-	20.5	475	Y	N	N	2	Y/Y	Y	Y
Volkswagen Vento Highline Diesel (AT)	1222247	1187000	Sedan	Diesel	1498	105	250	A	180	11.5	13.6	21.4	21.5	494	Y	N	Y	2	Y/Y	Y	Y
Nissan Terrano XL dCi 110PS	1233621	1164177	SUV	Diesel	1461	110	248	M	172	12.7	13.9	21.6	19.0	475	Y	N	N	1	Y/Y	Y	Y
Honda Mobilio RS(O) Diesel	1236508	1187666	MUV	Diesel	1498	100	200	M	-	-	-	-	24.5	223	Y	N	N	2	Y/Y	Y	Y
Hyundai Creta 1.6 SX diesel	1237409	1179971	SUV	Diesel	1582	128	259	M	185	11.2	14.2	21.4	19.7	-	Y	N	N	2	Y/Y	Y	Y
Renault Lodgy 110PS RxZ 7 Seater	1239019	1189000	MUV	Diesel	1461	110	245	M	165	13.1	12.3	21.6	20.0	207	Y	N	N	2	Y/Y	Y	Y
Renault Lodgy Stepway 110 RxZ 7 seater	1249300	1229000	MPV	Diesel	1461	110	245	M	165	13.1	12.3	21.6	20.0	207	Y	N	N	2	Y/Y	Y	Y
Honda City Diesel VX(O)	1250010	1183500	Sedan	Diesel	1498	100	200	M	176	12.8	15.5	24.1	25.1	510	Y	N	N	2	Y/Y	Y	Y
Force One SX	1254477	1269983	SUV	Diesel	2200	141	321	M	-	-	14.0	17.0	-	473	Y	N	N	0	Y/Y	Y	Y
Maruti Suzuki S-Cross Delta 320	1266261	1199000	SUV	Diesel	1598	119	320	M	-	11.3	-	-	22.7	353	Y	N	N	2	Y/Y	Y	Y
Nissan Evalia Special Variant	1275427	1222347	MUV	Diesel	1461	86	200	M	151	14.3	14.8	22.3	19.3	-	Y	N	N	2	Y/N	Y	Y
Mahindra Scorpio S10	1275437	1248833	SUV	Diesel	2179	120	280	M	-	-	-	-	-	-	Y	N	N	2	Y/Y	Y	Y
Hyundai 4S Fluidic Verna 1.6 SX AT diesel	1288131	1228445	Sedan	Diesel	1582	128	260	A	-	-	-	-	23.9	465	Y	N	N	6	Y/Y	Y	Y
Tata Aria Pleasure	1297212	1256151	SUV	Diesel	2179	150	320	M	-	16.8	-	-	15.1	-	Y	N	N	2	Y/Y	Y	Y
Toyota Innova 2.5G 7-seater	1303206	1274419	SUV	Diesel	2494	102	200	M	151	17.6	10.1	16.2	13.3	300	N	N	N	2	Y/Y	N	N
Toyota Innova 2.5G 8-seater	1308143	1279119	SUV	Diesel	2494	102	200	M	151	17.6	10.1	16.2	13.3	300	N	N	N	2	Y/Y	N	N
Renault Duster Diesel 110 RxZ plus	1312911	1237602	SUV	Diesel	1461	110	248	M	175	12.7	13.9	21.8	19.6	475	Y	N	N	2	Y/Y	Y	Y
Renault Duster RxL AWD	1315344	1239976	SUV	Diesel	1461	110	245	M	168	13.1	12.1	19.2	19.6	475	Y	N	N	1	Y/Y	Y	Y
Renault Duster Diesel 110 RxZ	1316902	1242656	SUV	Diesel	1461	110	245	M	175	12.7	13.9	21.8	19.6	475	Y	N	N	2	Y/Y	Y	Y
Mahindra XUV500 W6	1321687	1257048	MUV	Diesel	2179	140	330	M	-	-	-	-	16.0	-	Y	N	N	2	Y/Y	Y	Y
Tata Safari Storme VX BS4 4x2	1328510	1302013	SUV	Diesel	2179	150	320	M	-	15.0	-	-	14.1	-	Y	N	N	2	Y/Y	Y	Y
Nissan Terrano XV dCi 110ps	1334933	1260608	SUV	Diesel	1461	110	248	M	172	12.7	13.9	21.6	19.0	475	Y	N	N	2	Y/Y	Y	Y
Hyundai Creta 1.6 SX Plus diesel	1339969	1277770	SUV	Diesel	1582	128	259	M	185	11.2	14.2	21.4	19.7	-	Y	N	N	2	Y/Y	Y	Y
Mahindra Scorpio S10 2WD AT	1342418	1313820	SUV	Diesel	2179	120	280	A	-	-	-	-	-	-	Y	N	N	2	Y/Y	Y	Y
Toyota Innova 2.5GX 7-seater	1359301	1330847	SUV	Diesel	2494	102	200	M	151	17.6	10.1	16.2	13.3	300	Y	N	N	2	Y/Y	N	N
Toyota Corolla Altis J(S)	1363833	1306324	Sedan	Petrol	1798	140	173	M	-	-	-	-	14.5	470	Y	N	N	2	Y/Y	Y	Y
Toyota Innova 2.5GX 8-seater	1364236	1335547	SUV	Diesel	2494	102	200	M	151	17.6	10.1	16.2	13.3	300	Y	N	N	2	Y/Y	N	N
Nissan Terrano XV Premium dCi 110ps	1366000	1291706	SUV	Diesel	1461	110	248	M	172	12.7	13.9	21.6	19.0	475	Y	N	N	2	Y/Y	Y	Y
Maruti Suzuki S-Cross Zeta 320	1371039	1299000	SUV	Diesel	1598	119	320	M	-	11.3	-	-	22.7	353	Y	N	N	2	Y/Y	Y	Y
Mahindra Scorpio S10 4WD	1393236	1362095	SUV	Diesel	2179	120	280	M	-	13.2	10.8	17.9	-	-	Y	N	N	2	Y/Y	Y	Y
Force One LX	1409202	1434289	SUV	Diesel	2200	141	321	M	-	-	14.0	17.0	-	473	Y	N	N	0	Y/Y	Y	Y
Renault Duster RxZ AWD	1436234	1354766	SUV	Diesel	1461	110	245	M	168	13.1	12.1	19.2	19.6	475	Y	N	N	2	Y/Y	Y	Y
Hyundai Creta 1.6 SX Plus diesel AT	1444838	1377771	SUV	Diesel	1582	128	259	A	-	-	-	-	17.0	-	Y	N	N	2	Y/Y	Y	Y
Hyundai Creta 1.6 SX(O) diesel	1447339	1380156	SUV	Diesel	1582	128	259	M	185	11.2	14.2	21.4	19.7	-	Y	N	Y	6	Y/Y	Y	Y

Car Buyer's Guide

Make Model Variant	Ex-Mumbai (₹)	Ex-Delhi (₹)	Body Type	Fuel Type	Engine Displacement (cc)	Power (PS)	Torque (Nm)	Transmission	Top Speed (kmph)	0-100 (kmph)	City (kmpl)	Highway (kmpl)	Claimed Economy (kmpl)	Boot Space (l)	ABS	TC	ESP	Airbags	Power Windows (F/R)	USB/Aux	Rear Aircon
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₹10 lakh to ₹20 lakh contd...

Maruti Suzuki S-Cross Alpha 320	1449583	1374000	SUV	Diesel	1598	119	320	M	189	11.8	14.1	23.9	22.7	353	Y	N	N	2	Y/Y	Y	Y
Toyota Corolla Altis DJ	1455203	1393324	Sedan	Diesel	1364	88	205	M	169	14.7	17.1	23.5	21.5	470	Y	N	N	2	Y/Y	N	N
Volkswagen Jetta 1.4L TSI (MT) Trendline	1455490	1415201	Sedan	Petrol	1390	122	200	M	196	11.1	9.9	19.6	14.7	510	Y	N	Y	6	Y/Y	Y	Y
Tata Safari Storme VX BS4 4x4	1462845	1435013	SUV	Diesel	2179	150	320	M	-	15.0	-	-	14.1	-	Y	N	N	2	Y/Y	Y	Y
Mahindra Scorpio S10 4WD AT	1466415	1433094	SUV	Diesel	2179	120	280	A	-	-	-	-	-	-	Y	N	N	2	Y/Y	Y	Y
Hyundai Elantra VTVT 1.8S	1481009	1443199	Sedan	Petrol	1797	150	178	M	204	10.5	10.2	17.8	16.3	420	Y	N	N	2	Y/Y	Y	Y
Chevrolet Cruze LT	1496915	1426681	Sedan	Petrol	1998	166	360	M	201	9.4	10.6	15.1	17.3	450	Y	N	N	2	Y/Y	Y	Y
Mahindra XUV500 W8	1504095	1430555	MUV	Diesel	2179	140	330	M	-	-	-	-	16.0	-	Y	N	Y	6	Y/Y	Y	Y
Toyota Corolla Altis DJ (S)	1515061	1450324	Sedan	Diesel	1364	88	205	M	169	14.7	17.1	23.5	21.5	470	Y	N	N	2	Y/Y	Y	Y
Toyota Corolla Altis G	1523454	1458324	Sedan	Petrol	1798	140	173	M	-	-	-	-	14.5	470	Y	N	N	2	Y/Y	Y	Y
Renault Fluence E2	1555393	1472923	Sedan	Diesel	1461	110	240	M	181	12.7	13.3	21.2	20.4	530	Y	N	N	2	Y/Y	Y	Y
Hyundai Elantra CRDI 1.6	1559068	1487681	Sedan	Diesel	1582	128	260	M	189	10.8	12.4	20.0	22.7	420	Y	N	N	2	Y/Y	Y	Y
Toyota Innova 2.5VX 7-seater	1570936	1532718	SUV	Diesel	2494	102	200	M	151	17.6	10.1	16.2	13.3	300	Y	N	N	2	Y/Y	Y	Y
Volkswagen Jetta 2.0L CR TDI (MT) Trendline	1575487	1531800	Sedan	Diesel	1968	140	320	M	196	9.8	12.5	20.2	19.3	510	Y	N	Y	6	Y/Y	Y	Y
Toyota Innova 2.5VX 8-seater	1575870	1537418	SUV	Diesel	2494	102	200	M	151	17.6	10.1	16.2	13.3	300	Y	N	N	2	Y/Y	Y	Y
Mahindra XUV500 W8 AWD	1592617	1511846	MUV	Diesel	2179	140	330	M	184	12.9	11.7	16.1	16.0	-	Y	N	Y	6	Y/Y	Y	Y
Mahindra XUV500 W10	1597122	1519053	MUV	Diesel	2179	140	330	M	-	-	-	-	16.0	-	Y	N	Y	6	Y/Y	Y	Y
Tata Aria Pride 4X4	1598017	1543006	SUV	Diesel	2179	150	320	M	170	16.8	-	-	15.1	-	Y	Y	Y	6	Y/Y	Y	Y
Volkswagen Jetta 1.4L TSI (MT) Comfortline	1612053	1567400	Sedan	Petrol	1390	122	200	M	196	11.1	9.9	19.6	14.7	510	Y	N	Y	6	Y/Y	Y	Y
Hyundai Elantra CRDI 1.6S	1640390	1565279	Sedan	Diesel	1582	128	260	M	189	10.8	12.4	20.0	22.7	420	Y	N	N	2	Y/Y	Y	Y
Toyota Innova 2.5ZX 7-seater	1643463	1601770	SUV	Diesel	2494	102	200	M	151	17.6	10.1	16.2	13.3	300	Y	N	N	2	Y/Y	Y	Y
Hyundai Elantra VTVT 1.8SX	1646471	1571081	Sedan	Petrol	1797	150	178	M	204	10.5	10.2	17.8	16.3	420	Y	N	Y	6	Y/Y	Y	Y
Chevrolet Cruze LTZ	1658875	1580924	Sedan	Diesel	1998	166	360	M	201	9.4	10.6	15.1	17.3	450	Y	N	N	4	Y/Y	Y	Y
Toyota Corolla Altis G-CVT	1659972	1588324	Sedan	Petrol	1798	140	173	A	-	-	-	-	14.5	470	Y	N	N	2	Y/Y	Y	Y
Toyota Corolla Altis DG	1662080	1590325	Sedan	Diesel	1364	88	205	M	169	14.7	17.1	23.5	21.5	470	Y	N	N	2	Y/Y	Y	Y
Skoda Octavia 1.4 TSI (MT) Ambition	1675215	1626104	Sedan	Petrol	1395	140	250	M	-	-	-	-	16.8	590	Y	N	N	2	Y/Y	Y	Y
Toyota Corolla Altis GL	1695677	1622324	Sedan	Petrol	1798	140	173	M	-	-	-	-	14.5	470	Y	N	N	2	Y/Y	Y	Y
Mahindra XUV500 W10 AWD	1705798	1619504	MUV	Diesel	2179	140	330	M	181	12.9	11.9	16.8	16.0	-	Y	N	Y	6	Y/Y	Y	Y
Renault Fluence E4	1722348	1630875	Sedan	Diesel	1461	110	240	M	168	12.7	13.8	22.4	20.4	530	Y	N	Y	4	Y/Y	Y	Y
Hyundai Elantra VTVT 1.8SX AT	1760521	1679910	Sedan	Petrol	1797	150	178	A	-	-	-	-	14.3	420	Y	N	Y	6	Y/Y	Y	Y
Chevrolet Cruze AT- LTZ	1768912	1685730	Sedan	Diesel	1998	166	360	A	-	-	-	-	14.8	450	Y	N	N	4	Y/Y	Y	Y
Volkswagen Jetta 2.0L CR TDI (MT) Comfortline	1773274	1724200	Sedan	Diesel	1968	140	320	M	196	9.8	12.5	20.2	19.3	510	Y	N	Y	6	Y/Y	Y	Y
Hyundai Elantra CRDI 1.6SX	1779156	1697691	Sedan	Diesel	1582	128	260	M	189	10.8	12.4	20.0	22.7	420	Y	N	Y	6	Y/Y	Y	Y
Toyota Corolla Altis DGL	1834303	1754324	Sedan	Diesel	1364	88	205	M	169	14.7	17.1	23.5	21.5	470	Y	N	N	2	Y/Y	Y	Y
Skoda Octavia 2.0 TDI CR (MT) Ambition	1842198	1788130	Sedan	Diesel	1968	143	320	M	208	8.6	13.4	21.3	20.6	590	Y	N	N	2	Y/Y	Y	Y
Toyota Corolla Altis VL (CVT)	1854247	1773324	Sedan	Petrol	1798	140	173	A	-	-	-	-	14.5	470	Y	N	N	2	Y/Y	Y	Y
Hyundai Elantra CRDI 1.6SX AT	1911717	1824183	Sedan	Diesel	1582	128	260	A	182	11.5	11.2	19.8	19.1	420	Y	N	Y	6	Y/Y	Y	Y
Skoda Octavia 2.0 TDI CR (AT) Ambition	1912294	1856131	Sedan	Diesel	1968	143	320	A	-	-	-	-	19.3	590	Y	N	N	2	Y/Y	Y	Y
Volkswagen Jetta 2.0L CR TDI (MT) Highline	1969247	1914800	Sedan	Diesel	1968	140	320	M	196	9.8	12.5	20.2	19.3	510	Y	N	Y	6	Y/Y	Y	Y

₹20 lakh to ₹30 lakh

Isuzu MU-7 High MT	2001000	2140000	SUV	Diesel	2999	163	360	M	-	-	-	-	12.1	-	Y	N	N	2	Y/Y	Y	Y
Skoda Octavia 1.8 TSI (AT) Elegance	2026708	1967131	Sedan	Petrol	1798	180	250	A	-	-	-	-	14.7	590	Y	N	N	6	Y/Y	Y	Y
Skoda Octavia 1.8 TSI (AT) Style Plus	2026708	1980000	Sedan	Petrol	1798	180	250	A	-	-	-	-	14.7	590	Y	N	N	8	Y/Y	Y	Y
Volkswagen Jetta 2.0L CR TDI (AT) Highline	2074843	2017500	Sedan	Diesel	1968	140	320	A	-	-	-	-	17.0	510	Y	N	Y	6	Y/Y	Y	Y
Skoda Yeti 4x2 Elegance	2092746	2011159	SUV	Diesel	1968	110	250	M	-	-	-	-	17.7	416	Y	Y	Y	6	Y/Y	Y	Y
Skoda Octavia 2.0 TDI CR (AT) Style Plus	2123000	2130000	Sedan	Diesel	1968	143	320	A	-	-	-	-	19.3	590	Y	N	N	8	Y/Y	Y	Y
Skoda Octavia 2.0 TDI CR (AT) Elegance	2123599	2061131	Sedan	Diesel	1968	143	320	A	-	-	-	-	19.3	590	Y	N	N	6	Y/Y	Y	Y
Honda CR-V CR-V 2L MT	2236851	2109000	SUV	Petrol	1997	156	190	M	-	-	-	-	13.7	490	Y	N	N	6	Y/Y	Y	Y
Skoda Superb 1.8 TSI (MT) Elegance	2252513	2167540	Sedan	Petrol	1798	160	250	M	190	9.5	10.1	14.3	13.1	565	Y	Y	Y	8	Y/Y	Y	Y
Skoda Yeti 4x4 Elegance	2267977	2181159	SUV	Diesel	1968	140	320	M	184	10.4	8.7	16.4	17.7	416	Y	Y	Y	6	Y/Y	Y	Y
SsangYong Rexton RX6	2339329	2221759	SUV	Diesel	2696	164	340	M	180	-	-	-	12.8	-	Y	Y	Y	4	Y/Y	Y	Y
Ford Endeavour 4X2 MT	2340637	2215500	SUV	Diesel	2499	143	330	M	-	15.3	8.5	13.1	13.1	2055	Y	N	Y	2	Y/Y	Y	Y
Isuzu MU-7 Premium AT	2377000	2390000	SUV	Diesel	2999	163	333	A	-	-	-	-	12.1	-	Y	N	N	2	Y/Y	Y	Y
Honda CR-V CR-V 2L AT	2421476	2285000	SUV	Petrol	1997	156	190	A	-	-	-	-	13.7	490	Y	N	N	6	Y/Y	Y	Y
Skoda Superb 1.8 TSI (AT) Elegance	2422594	2332541	Sedan	Petrol	1798	160	250	A	-	-	-	-	13.7	565	Y	Y	Y	8	Y/Y	Y	Y
Maruti Suzuki Grand Vitara MT	2456396	2268064	SUV	Petrol	2393	165	225	M	178	12.3	8.3	17.1	10.4	398	Y	N	N	2	Y/Y	Y	Y
SsangYong Rexton RX7	2479204	2353334	SUV	Diesel	2696	186	402	A	171	10.9	8.1	10.7	11.0	-	Y	Y	Y	4	Y/Y	Y	Y
Renault Koleos 4x2MT	2485243	2347898	SUV	Diesel	2000	150	320	M	180	11.5	-	-	17.2	450	Y	N	N	2	Y/Y	Y	Y
Ford Endeavour 4x2 AT	2505900	2372800	SUV	Diesel	2953	156	380	A	177	12.8	10.7	15.1	11.4	2055	Y	N	N	4	Y/Y	Y	Y
Toyota Fortuner 4x2 MT	2528585	2417200	SUV	Diesel	2982	171	343	M	-	-	-	-	-	-	Y	N	N	2	Y/Y	Y	Y
Toyota Fortuner TRD Sportivo MT	2546962	2434700	SUV	Diesel	2494	144	343	M	-	-	-	-	-	-	Y	N	N	2	Y/Y	Y	Y
Nissan Teana 250XV	2547806	2547806	Sedan	Petrol	2500	182	228	A	200	11.2	10.4	14.7	11.1	488	Y	Y	Y	6	Y/N	Y	Y
Audi A3 35 TDI Attraction	2582200	2456000	Sedan	Diesel	1968	143	320	A	215	9.6	13.8	22.1	20.4	425	Y	Y	Y	8	Y/Y	Y	Y
Volvo V40 D3 Kinetic	2586375	2475000	Hatchback	Diesel	1984	150	350	A	210	9.6	-	-	19.2	-	Y	Y	Y	8	Y/Y	Y	Y
Mitsubishi Pajero Sport 4x2 AT	2622700	2498000	SUV	Diesel	2477	178	350	A	-	-	-	-	-	-	Y	N	N	2	Y/Y	Y	Y
Toyota Fortuner 4x2 AT	2633599	2517200	SUV	Diesel	2982	171	360	A	186	11.6	10.1	17.2	-	-	Y	N	N	2	Y/Y	Y	Y
Chevrolet Captiva LT	2639204	2513528	SUV	Diesel	2231	187	400	M	-	-	-	-	14.6	-	Y	Y	Y	6	Y/Y	Y	Y
Toyota Fortuner TRD Sportivo AT	2651974	2534700	SUV	Diesel	2494	144	343	A	-	-	-	-	-	-	Y	N	N	2	Y/Y	Y	Y

Make Model Variant	Ex-Mumbai (₹)	Ex-Delhi (₹)	Body Type	Fuel Type	Engine Displacement (cc)	Power (PS)	Torque (Nm)	Transmission	Top Speed (kmph)	0-100 (kmph)	City (kmpl)	Highway (kmpl)	Claimed Economy (kmpl)	Boot Space (l)	ABS	TC	ESP	Airbags	Power Windows (E/R)	USB/Aux	Rear Aircon
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₹20 lakh to ₹30 lakh contd...

Mitsubishi Pajero Sport 4x4	2654000	2598000	SUV	Diesel	2477	178	400	M	171	12.2	-	-	12.8	-	Y	N	N	2	Y/Y	Y	Y
Honda CR-V CR-V 2.4 AT	2656454	2509000	SUV	Petrol	2354	190	226	A	192	12.0	8.0	13.4	12.0	490	Y	N	N	6	Y/Y	Y	Y
Maruti Suzuki Grand Vitara AT	2662648	2460529	SUV	Petrol	2393	166	225	A	-	-	-	-	-	398	Y	Y	N	2	Y/Y	Y	Y
Toyota Fortuner 4X4 MT	2667424	2602390	SUV	Diesel	2982	171	343	M	169	12.9	10.2	17.0	-	-	Y	N	N	2	Y/Y	Y	Y
Audi A3 40 TFSI Premium	2691159	2550000	Sedan	Petrol	1798	182	250	A	230	8.3	10.1	18.3	16.6	425	Y	Y	Y	7	Y/Y	Y	Y
Ford Endeavour 4X4 AT	2710247	2567300	SUV	Diesel	2953	156	380	A	144	14.3	9.9	14.5	11.4	2055	Y	N	N	4	Y/Y	Y	Y
Skoda Superb 2.0 TDI (AT) Elegance	2726668	2627541	Sedan	Diesel	1968	140	320	A	202	12.0	12.6	17.6	17.2	565	Y	Y	Y	8	Y/N	Y	Y
Chevrolet Trailblazer LTZ	2746307	2640000	SUV	Diesel	2776	200	500	A	-	-	-	-	11.5	205	Y	Y	Y	2	Y/Y	Y	Y
Toyota Fortuner 4X4 AT	2772438	2702429	SUV	Diesel	2982	171	360	A	178	11.8	10.5	15.3	11.5	-	Y	N	N	2	Y/Y	Y	Y
Mercedes-Benz B-Class B 180 Sport	2794999	2945000	MUV	Petrol	1595	122	200	A	184	10.1	12.8	20.4	14.8	488	Y	Y	Y	7	Y/Y	Y	Y
Mercedes-Benz A-Class A180 Sport	2808135	2745000	Hatchback	Petrol	1595	122	200	A	202	9.6	11.3	19.6	-	341	Y	Y	Y	6	Y/Y	Y	Y
Volvo V40 Cross Country 1.6 GTDi	2821500	2700000	Hatchback	Petrol	1596	182	240	A	210	8.5	-	-	16.4	324	Y	Y	Y	7	Y/Y	Y	Y
Renault Koleos 4x4MT	2824074	2668218	SUV	Diesel	2000	173	360	M	-	9.9	-	-	16.3	450	Y	N	N	6	Y/Y	Y	Y
Hyundai Santa Fe 2WD M/T	2838250	2709045	SUV	Diesel	2199	197	420	M	-	-	-	-	-	-	Y	N	N	2	Y/Y	Y	Y
Chevrolet Captiva LTZ AWD	2873002	2736192	SUV	Diesel	2231	187	400	A	182	10.2	10.9	17.1	12.1	-	Y	Y	Y	6	Y/Y	Y	Y
Volvo V40 D3 R-Design	2894650	2770000	Hatchback	Diesel	1984	150	350	A	204	9.2	11.4	21.2	19.2	-	Y	Y	Y	8	Y/Y	Y	Y
Mercedes-Benz B-Class B200 CDI Sport	2894999	3045000	MUV	Diesel	2143	136	300	A	210	9.6	14.5	22.1	19.7	488	Y	Y	Y	7	Y/Y	Y	Y
Mercedes-Benz A-Class A 200 CDI Sport	2913198	2845000	Hatchback	Diesel	2143	136	300	A	210	9.4	13.8	20.7	20.3	341	Y	Y	Y	6	Y/Y	Y	Y
Renault Koleos 4x4	2937064	2774991	SUV	Diesel	2000	173	360	A	180	11.9	-	-	14.6	450	Y	N	Y	6	Y/Y	Y	Y
BMW 1 Series 118d Sport Line	2950000	2950000	Hatchback	Diesel	1995	150	320	A	212	8.3	19.2	26.3	23.3	360	Y	Y	Y	8	Y/Y	Y	Y
Hyundai Santa Fe 2WD A/T	2966006	2830951	SUV	Diesel	2199	197	436	A	-	-	-	-	-	-	Y	N	N	2	Y/Y	Y	Y
Mini Cooper D 3-door	2978250	2850000	Hatchback	Diesel	1496	114	270	A	180	10.2	14.8	23.4	21.2	211	Y	Y	Y	4	Y/N	Y	Y

₹30 lakh to ₹40 lakh

Audi A3 35 TDI Premium	3001847	2855000	Sedan	Diesel	1968	143	320	A	215	9.6	13.8	22.1	20.4	425	Y	Y	Y	8	Y/Y	Y	Y
Toyota Camry 2.5(AT)	3025094	2880000	Sedan	Petrol	2494	181	233	A	203	9.6	8.9	15.1	-	-	Y	N	N	7	Y/Y	Y	Y
Audi Q3 30 TDI S Edition	3048110	2899000	SUV	Diesel	1968	140	320	M	202	10.1	11.8	18.3	17.3	460	Y	Y	Y	6	Y/Y	Y	Y
Fiat Abarth 595 Competizione	3059885	2985000	Hatchback	Petrol	1368	160	230	A	197	8.8	11.3	16.9	15.5	185	Y	Y	Y	7	Y/N	Y	Y
Mercedes-Benz CLA 200 CDI Style	3165436	3070000	Sedan	Diesel	2143	135	300	A	220	9.5	14.2	21.9	17.9	470	Y	Y	Y	6	Y/Y	Y	Y
Hyundai Santa Fe 4WD A/T	3186383	3041238	SUV	Diesel	2199	197	436	A	186	9.2	10.2	14.9	13.0	-	Y	Y	Y	6	Y/Y	Y	Y
Mini Cooper S 3-door	3291750	3150000	Hatchback	Petrol	1998	192	280	A	235	7.2	9.3	13.8	15.8	211	Y	Y	Y	4	Y/N	Y	Y
Audi A3 40 TFSI Premium Plus	3301347	3140000	Sedan	Petrol	1798	182	250	A	230	8.3	10.1	18.3	16.6	425	Y	Y	Y	7	Y/Y	Y	Y
Mini Cooper D 5-door	3333550	3190000	Hatchback	Diesel	1496	117	270	A	202	9.5	23.2	28.5	21.2	278	Y	N	Y	6	Y/Y	Y	Y
Toyota Camry Hybrid	3352830	3192000	Sedan	Electric	2494	160	213	A	188	9.1	13.4	15.8	19.2	-	Y	N	N	7	Y/Y	Y	Y
Mercedes-Benz GLA 200 CDI Style	3376747	3190000	SUV	Diesel	2143	135	300	A	208	9.3	10.9	18.4	17.9	421	Y	Y	Y	6	Y/Y	Y	Y
Audi A3 35 TDI Premium Plus	3387724	3222000	Sedan	Diesel	1968	143	320	A	215	9.6	13.8	22.1	20.4	425	Y	Y	Y	8	Y/Y	Y	Y
Mercedes-Benz CLA 200 Sport	3392257	3290000	Sedan	Petrol	1991	183	300	A	235	7.8	-	-	-	470	Y	Y	Y	6	Y/Y	Y	Y
Audi A4 35 TFSI Premium	3435924	3268000	Sedan	Petrol	1798	169	320	A	213	9.4	9.1	14.9	15.6	480	Y	Y	Y	8	Y/Y	Y	Y
BMW 3 Series 320d	3490000	3490000	Sedan	Diesel	1995	183	380	A	226	8.1	14.2	22.1	18.9	460	Y	Y	Y	6	Y/Y	Y	Y
Mercedes-Benz CLA 200 CDI Sport	3495357	3390000	Sedan	Diesel	2143	135	300	A	220	9.5	14.2	21.9	17.9	470	Y	Y	Y	6	Y/Y	Y	Y
Mini Cooper Convertible	3542550	3390000	Convertible	Petrol	1598	122	160	A	191	11.1	11.2	18.8	15.2	125	Y	N	N	6	Y/N	Y	Y
Volvo V40 Cross Country D3	3572000	3400000	Hatchback	Diesel	1984	150	350	A	205	9.5	11.2	19.2	16.8	324	Y	Y	Y	7	Y/Y	Y	Y
Audi A3 35 TDI Technology	3581188	3406000	Sedan	Diesel	1968	143	320	A	215	9.6	13.8	22.1	20.4	425	Y	Y	Y	8	Y/Y	Y	Y
DC Designs Avanti Std	3593000	3659860	Coupe	Petrol	2000	253	340	M	180	6.0	-	-	-	-	Y	N	N	0	Y/N	Y	Y
Mercedes-Benz GLA 200 Petrol	3598384	3600000	SUV	Petrol	1991	183	300	A	225	7.6	-	-	-	421	Y	Y	Y	7	Y/Y	Y	Y
Mercedes-Benz GLA 200 CDI	3624656	3490000	SUV	Diesel	2143	136	300	A	208	9.3	10.9	18.4	17.9	421	Y	Y	Y	6	Y/Y	Y	Y
Volvo S60 Kinetic	3654000	3440000	Sedan	Diesel	1969	184	400	A	215	-	-	-	19.0	380	Y	Y	Y	6	Y/Y	Y	Y
Audi A4 35 TDI Premium	3721028	3642000	Sedan	Diesel	1968	176	380	A	222	8.9	13.1	17.8	17.1	480	Y	Y	Y	8	Y/Y	Y	Y
Audi Q3 35 TDI q Premium	3742057	3482000	SUV	Diesel	1968	177	380	A	212	8.1	10.2	18.7	15.7	460	Y	Y	Y	6	Y/Y	Y	Y
BMW X1 sDrive 2.0d M Sport	3790000	3600000	SUV	Diesel	1995	184	380	A	210	8.0	11.3	18.4	17.5	-	Y	Y	Y	8	Y/Y	Y	Y
Mini Cooper D Countryman	3814250	3650000	Hatchback	Diesel	1998	112	270	A	181	11.3	13.8	20.8	16.6	350	Y	Y	Y	6	Y/Y	Y	Y
BMW 3 Series 320d Sports Line	3890000	3890000	Sedan	Diesel	1995	183	380	A	226	8.1	14.2	22.1	18.9	460	Y	Y	Y	6	Y/Y	Y	Y
BMW 3 Series 320d Luxury Line	3890000	3890000	Sedan	Diesel	1995	183	380	A	226	8.1	14.2	22.1	18.9	460	Y	Y	Y	6	Y/Y	Y	Y
Mercedes-Benz C-Class C 220 CDI Style	3908293	3790000	Sedan	Diesel	2143	170	400	A	233	8.0	15.4	23.7	19.3	480	Y	Y	Y	7	Y/Y	Y	Y
Volvo S60 Momentum	3928000	3725000	Sedan	Diesel	1969	184	400	A	215	-	-	-	19.0	380	Y	Y	Y	6	Y/Y	Y	Y
Toyota Prius 1.8 ZS	3955063	3810018	Sedan	Petrol	1798	99	142	A	-	-	-	-	23.9	-	Y	Y	Y	7	Y/Y	Y	Y
BMW 3 Series 320d GT Sport Line	3990000	3990000	Sedan	Diesel	1995	184	380	A	226	8.5	14.8	20.3	19.6	520	Y	Y	Y	8	Y/Y	Y	Y

₹40 lakh to ₹50 lakh

Mercedes-Benz C-Class C200 Avantgarde	4011407	3890000	Sedan	Petrol	1991	184	300	A	235	7.3	10.3	16.4	14.7	480	Y	Y	Y	7	Y/Y	Y	Y
Volvo S60 R design	4025000	4025000	Sedan	Diesel	2400	215	440	A	225	8.8	12.1	15.5	14.1	380	Y	Y	Y	6	Y/Y	Y	Y
Audi A4 35 TDI Premium Sport	4093236	3893000	Sedan	Diesel	1968	176	380	A	222	8.9	13.1	17.8	17.1	480	Y	Y	Y	8	Y/Y	Y	Y
Land Rover Freelander 2 S	4106313	4233990	SUV	Diesel	2179	150	420	A	181	11.2	9.0	18.9	12.4	-	Y	Y	Y	7	Y/Y	Y	Y
Mercedes-Benz C-Class C220 CDI Avantgarde	4114522	3990000	Sedan	Diesel	2143	170	400	A	223	8.0	15.4	23.7	19.3	480	Y	Y	Y	7	Y/Y	Y	Y
Toyota Prius 1.8 Z6	4136750	3980003	Sedan	Petrol	1798	99	142	A	-	-	-	-	23.9	-	Y	Y	Y	7	Y/Y	Y	Y
Audi Q3 35 TDI q Premium Plus	4226769	4020000	SUV	Diesel	1968	177	380	A	212	8.1	10.2	18.7	15.7	460	Y	Y	Y	6	Y/Y	Y	Y
Volvo S60 Inscription	4245000	4085000	Sedan	Diesel	2400	215	440	A	225	8.8	12.1	15.5	14.1	380	Y	Y	Y	6	Y/Y	Y	Y

Car Buyer's Guide

Make Model Variant	Ex-Mumbai (₹)	Ex-Delhi (₹)	Body Type	Fuel Type	Engine Displacement (cc)	Power (PS)	Torque (Nm)	Transmission	Top Speed (kmph)	0-100 (kmph)	City (kmpl)	Highway (kmpl)	Claimed Economy (kmpl)	Boot Space (l)	ABS	TC	ESP	Airbags	Power Windows (F/R)	USB/Aux	Rear Aircon
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₹40 lakh to ₹50 lakh

Audi A4 35 TDI Technology Edition	4288803	4079000	Sedan	Diesel	1968	176	380	A	222	8.9	13.1	17.8	17.1	480	Y	Y	Y	8	Y/Y	Y	Y
BMW 3 Series 320d GT Luxury Line	4290000	4290000	Sedan	Diesel	1995	184	380	A	226	8.5	14.8	20.3	19.6	520	Y	Y	Y	8	Y/Y	Y	Y
Volvo S60 T6 Inscription	4415000	4200000	Sedan	Petrol	1969	306	400	A	230	5.9	11.8	8.1	15.6	380	Y	Y	Y	6	Y/Y	Y	Y
Audi A3 Cabriolet 40 TFSI	4475000	4475000	Convertible	Petrol	1798	179	250	A	230	8.3	10.1	18.3	16.6	320	Y	Y	Y	7	Y/N	Y	Y
Land Rover Freelander 2 SE	4487645	4622763	SUV	Diesel	2179	150	420	A	181	11.2	9.0	18.9	12.4	-	Y	Y	Y	7	Y/Y	Y	Y
Volvo S80 D4	4622000	4458000	Sedan	Diesel	1969	184	400	A	215	-	-	-	16.0	480	Y	Y	Y	6	Y/Y	Y	Y
Land Rover Freelander 2 Sterling Edition	4648639	4786702	SUV	Diesel	2179	150	420	A	181	11.2	9.0	18.9	12.4	-	Y	Y	Y	7	Y/Y	Y	Y
BMW X3 xDrive20d Expedition	4690000	4690000	SUV	Diesel	1995	190	400	A	210	9.1	13.1	18.9	18.6	-	Y	Y	Y	8	Y/Y	Y	Y
Jaguar XF 2.2l diesel executive	4715678	4766678	Sedan	Diesel	2179	191	450	A	225	8.5	11.9	-	16.4	540	Y	Y	Y	8	Y/Y	Y	Y
BMW 5 Series 520d Prestige Plus	4790000	4790000	Sedan	Diesel	1995	190	400	A	231	7.7	-	-	18.1	520	Y	Y	Y	8	Y/Y	Y	Y
Audi A6 35 TFSI	4796550	4528000	Sedan	Petrol	1798	192	320	A	233	7.9	-	-	15.3	530	Y	Y	Y	8	Y/Y	Y	Y
Land Rover Discovery Sport S	4817456	4610493	SUV	Diesel	2179	150	400	A	180	11.5	13.1	18.9	12.8	-	Y	Y	N	7	Y/Y	Y	Y
Volvo XC60 Kinetic D4	4870000	4550000	SUV	Diesel	1969	184	400	A	195	-	-	-	14.7	495	Y	Y	Y	6	Y/Y	Y	Y
BMW 5 Series 520d Luxury Line	4990000	4990000	Sedan	Diesel	1995	190	400	A	231	7.7	-	-	18.1	520	Y	Y	Y	8	Y/Y	Y	Y
BMW 5 Series 520d Prestige	4990000	4490000	Sedan	Diesel	1995	190	400	A	231	7.7	-	-	18.1	520	Y	Y	Y	8	Y/Y	Y	Y
Land Rover Evoque Pure SD4	4999000	4924462	SUV	Diesel	2179	190	420	A	195	8.9	12.5	17.7	12.7	575	Y	Y	Y	7	Y/Y	Y	Y

₹50 lakh to ₹75 lakh

Mercedes-Benz E-Class E-200 Avantgarde	5001305	4740000	Sedan	Petrol	1991	184	300	A	233	8.3	8.1	15.3	13.8	540	Y	Y	Y	8	Y/Y	Y	Y
Volvo S80 D5	5009000	4820000	Sedan	Diesel	2400	215	440	A	225	7.8	10.8	17.5	13.1	480	Y	Y	Y	6	Y/Y	Y	Y
Land Rover Freelander 2 HSE	5046760	5191914	SUV	Diesel	2179	190	420	A	181	11.2	9.0	18.9	12.4	-	Y	Y	Y	7	Y/Y	Y	Y
Jaguar XF 2.0l petrol luxury	5068292	5119282	Sedan	Petrol	1999	240	340	A	250	8.9	7.5	11.1	10.8	540	Y	Y	Y	8	Y/Y	Y	Y
Jaguar XF 2.2l diesel luxury	5100581	5151581	Sedan	Diesel	2179	190	450	A	225	8.5	11.9	-	16.4	540	Y	Y	Y	8	Y/Y	Y	Y
BMW X3 xDrive20d xLine	5190000	5190000	SUV	Diesel	1995	190	400	A	210	9.1	13.1	18.9	18.6	550	Y	Y	Y	8	Y/Y	Y	Y
Volvo XC60 R design	5200000	5200000	SUV	Diesel	2400	215	440	A	205	9.8	6.3	14.2	13.8	495	Y	Y	Y	6	Y/Y	Y	Y
Audi Q5 30 TDI q Premium	5200398	4946000	SUV	Diesel	1968	176	380	A	206	9.7	12.2	19.1	14.2	540	Y	Y	Y	6	Y/Y	Y	Y
Volvo XC60 Summum D4	5220000	4860000	SUV	Diesel	1969	184	400	A	195	-	-	-	14.7	495	Y	Y	Y	6	Y/Y	Y	Y
Mercedes-Benz E-Class E 250 CDI Avantgarde	5228157	4960000	Sedan	Diesel	2143	203	500	A	242	8.5	10.4	17.1	12.1	540	Y	Y	Y	8	Y/Y	Y	Y
Audi A6 Matrix 35 TDI	5240603	4950000	Sedan	Diesel	1968	190	400	A	232	8.3	14.6	19.8	18.5	530	Y	Y	Y	8	Y/Y	Y	Y
Land Rover Evoque Dynamic SD4	5319000	5291158	SUV	Diesel	2179	190	420	A	195	8.9	12.5	17.7	12.7	575	Y	Y	Y	7	Y/Y	Y	Y
Land Rover Discovery Sport SE 5 seater	5330555	5101177	SUV	Diesel	2179	150	400	A	180	11.5	13.1	18.9	12.8	-	Y	Y	N	7	Y/Y	Y	Y
Audi Q5 30 TDI q Premium plus	5406479	5142000	SUV	Diesel	1968	176	380	A	206	9.7	12.2	19.1	14.2	540	Y	Y	Y	6	Y/Y	Y	Y
Jaguar XF 2.2l diesel aero sport	5434581	5251581	Sedan	Diesel	2179	190	450	A	225	8.5	11.9	-	16.4	540	Y	Y	Y	8	Y/Y	Y	Y
Land Rover Discovery Sport SE	5486245	5249915	SUV	Diesel	2179	150	400	A	180	11.5	13.1	18.9	12.8	-	Y	Y	N	7	Y/Y	Y	Y
Land Rover Discovery Sport HSE	5574020	5482644	SUV	Diesel	2179	150	400	A	180	11.5	13.1	18.9	12.8	-	Y	Y	N	7	Y/Y	Y	Y
Land Rover Discovery Sport HSE 5 seater	5574025	5334085	SUV	Diesel	2179	150	400	A	180	11.5	13.1	18.9	12.8	-	Y	Y	N	7	Y/Y	Y	Y
Volvo XC60 Summum D5	5630000	5372000	SUV	Diesel	2400	215	440	A	205	9.8	6.3	14.2	13.8	495	Y	Y	Y	6	Y/Y	Y	Y
Land Rover Evoque Prestige SD4	5729000	5672102	SUV	Diesel	2179	190	420	A	195	8.9	12.5	17.7	12.7	575	Y	Y	Y	7	Y/Y	Y	Y
Mercedes-Benz GLE 250d	5781028	5890000	SUV	Diesel	2143	203	500	A	212	8.6	-	-	-	690	Y	Y	Y	6	Y/Y	Y	Y
Mercedes-Benz ML Class ML250CDI	5836000	5660000	SUV	Diesel	2143	205	500	A	210	8.8	11.8	-	15.3	690	Y	Y	Y	9	Y/Y	Y	Y
Audi Q5 30 TDI Technology	5890139	5602000	SUV	Diesel	1968	176	380	A	206	9.7	12.2	19.1	14.2	540	Y	Y	Y	6	Y/Y	Y	Y
Jaguar XF 3.0l diesel	5946106	5997106	Sedan	Diesel	2993	275	600	A	250	7.5	8.4	12.3	14.7	-	Y	Y	Y	8	Y/Y	Y	Y
BMW 5 Series 530d M Sport	5990000	5990000	Sedan	Diesel	2993	258	560	A	250	5.9	10.7	17.6	14.6	520	Y	Y	Y	8	Y/Y	Y	Y
BMW X3 xDrive30d M Sport	5990000	5990000	SUV	Diesel	2993	258	560	A	232	5.9	-	-	16.6	-	Y	Y	Y	8	Y/Y	Y	Y
Audi TT 45 TFSI	6035000	6034000	Coupe	Petrol	1984	230	370	A	250	6.1	8.1	13.2	14.3	305	Y	Y	Y	6	Y/N	Y	Y
Mercedes-Benz E-Class E 350 CDI	6176807	5990000	Sedan	Diesel	2987	265	620	A	250	7.1	10.3	15.9	13.0	540	Y	Y	Y	8	Y/Y	Y	Y
Audi S5 STD	6295000	6295000	Sedan	Petrol	2995	333	440	A	250	5.1	10.5	12.0	12.3	480	Y	Y	Y	8	Y/Y	Y	Y
Land Rover Discovery Sport HSE Luxury 5 seater	6343155	6070203	SUV	Diesel	2179	190	420	A	188	8.9	-	-	12.5	-	Y	Y	N	7	Y/Y	Y	Y
Land Rover Discovery Sport HSE Luxury	6497790	6218136	SUV	Diesel	2179	190	420	A	188	8.9	-	-	12.5	-	Y	Y	N	7	Y/Y	Y	Y
Audi Q5 45 TDI q Technology	6576185	6295000	SUV	Diesel	2967	244	580	A	225	6.6	10.2	16.5	13.2	540	Y	Y	Y	6	Y/Y	Y	Y
BMW X5 xDrive30d Expedition	6590000	6590000	SUV	Diesel	2993	258	560	A	230	7.3	-	15.5	16.0	-	Y	Y	Y	8	Y/Y	Y	Y
Audi Q7 35 TDI q Premium	6765984	6435000	SUV	Diesel	2967	244	550	A	210	9.7	6.7	8.2	12.1	330	Y	Y	Y	8	Y/Y	Y	Y
Volvo XC90 Momentum luxury	6819000	6490000	SUV	Diesel	1969	225	470	A	204	8.7	9.3	15.4	17.2	314	Y	Y	Y	8	Y/Y	Y	Y
Mercedes-Benz GLE 350d	6860631	6990000	SUV	Diesel	2987	258	620	A	200	7.2	11.5	15.2	-	690	Y	Y	Y	6	Y/Y	Y	Y
Mercedes-Benz CLA 45 AMG	6959558	6950000	Sedan	Petrol	1991	360	450	A	250	5.3	8.1	12.4	-	470	Y	Y	Y	7	Y/Y	Y	Y
BMW X5 xDrive30d Design Pure Experience 5 seater	6990000	6990000	SUV	Diesel	2993	258	560	A	230	7.3	-	15.5	16.0	-	Y	Y	Y	8	Y/Y	Y	Y
Mercedes-Benz ML Class ML350 CDI	7001000	6790000	SUV	Diesel	2987	258	620	A	210	7.4	10.7	13.8	-	690	Y	Y	Y	9	Y/Y	Y	Y
Mercedes-Benz GLA 45 AMG	7204950	7190000	SUV	Petrol	1991	360	450	A	250	5.6	8.0	11.6	-	421	Y	Y	Y	6	Y/Y	Y	Y
BMW Z4 sDrive 35i	7290000	7290000	Coupe	Petrol	2979	306	400	A	250	5.8	6.1	12.4	10.4	-	Y	Y	Y	4	Y/N	Y	Y
BMW X5 xDrive30d Design Pure Experience	7290000	7290000	SUV	Diesel	2993	258	560	A	230	7.3	-	15.5	16.0	-	Y	Y	Y	8	Y/Y	Y	Y
Audi Q7 35 TDI q Premium plus	7343222	6984000	SUV	Diesel	2967	244	550	A	210	9.7	6.7	8.2	12.1	330	Y	Y	Y	8	Y/Y	Y	Y
BMW Z4 sDrive35i Design Pure Traction	7390000	7390000	Coupe	Petrol	2979	306	400	A	250	5.8	6.1	12.4	10.4	-	Y	Y	Y	4	Y/N	Y	Y

₹75 lakh and above

Mercedes-Benz CLS 250 CDI	7509236	7650000	Coupe	Diesel	2143	204	500	A	242	8.2	11.7	19.4	-	475	Y	Y	Y	8	Y/Y	Y	Y
Mercedes-Benz SLK 350 Blue efficiency	7516648	7500052	Convertible	Petrol	3498	308	370	A	250	5.6	7.6	15.3	11.7	225	Y	Y	Y	6	Y/N	Y	Y
Mercedes-Benz GL-Class GL 350 CDI	7606486	7750000	SUV	Diesel	2987	258	619	A	220	8.5	7.7	12.4	10.3	620	Y	Y	Y	9	Y/Y	Y	Y

Make Model Variant	Ex-Mumbai (₹)	Ex-Delhi (₹)	Body Type	Fuel Type	Engine Displacement (cc)	Power (PS)	Torque (Nm)	Transmission	Top Speed (kmph)	0-100 (kmph)	City (kmpl)	Highway (kmpl)	Claimed Economy (kmpl)	Boot Space (l)	ABS	TC	ESP	Airbags	Power Windows (E/R)	USB/Aux	Rear Aircon
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₹75 lakh and above

Mercedes-Benz E-Class E 400 Cabriolet	7705549	7850000	Convertible	Petrol	2996	333	480	A	250	5.3	-	-	-	390	Y	Y	Y	9	Y/N	Y	Y
Volvo XC90 Inscription luxury	8140550	7790000	SUV	Diesel	1969	225	470	A	204	8.7	9.3	15.4	17.2	314	Y	Y	Y	8	Y/Y	Y	Y
Audi Q7 35 TDi q Technology	8380988	7971000	SUV	Diesel	2967	244	550	A	210	9.7	6.7	8.2	12.1	330	Y	Y	Y	8	Y/Y	Y	Y
Audi Q7 45 TDi q Technology	9221085	8770000	SUV	Diesel	4134	339	800	A	-	-	-	-	12.1	775	Y	Y	Y	8	Y/Y	Y	Y
BMW 7 Series 730 Ld Prestige	9250000	9250000	Sedan	Diesel	2993	258	560	A	250	6.9	9.4	16.2	16.5	500	Y	Y	Y	8	Y/Y	Y	Y
Toyota Land Cruiser Prado STD	9334437	8880517	SUV	Diesel	2982	173	410	A	-	-	7.0	11.0	11.1	742	Y	Y	N	7	Y/Y	Y	Y
Jaguar XJ 2.0i petrol LWB Portfolio	9722781	9773781	Sedan	Petrol	1999	240	340	A	241	9.5	7.3	11.6	9.4	520	Y	Y	Y	6	Y/Y	Y	Y
Porsche Cayenne STD	9755000	9991000	SUV	Diesel	3598	299	400	A	230	7.7	8.1	13.3	10.8	670	Y	Y	Y	8	Y/Y	Y	Y
Jaguar XJ 3.0i diesel premium luxury	9833009	9656139	Sedan	Diesel	2993	275	600	A	250	6.4	-	-	12.9	520	Y	Y	Y	6	Y/Y	Y	Y
Porsche Boxster S	10014000	10200000	Convertible	Petrol	3436	315	360	A	277	5.0	8.7	15.8	12.1	280	Y	Y	Y	6	Y/N	Y	Y
Porsche Macan S Diesel	10259810	10000000	SUV	Diesel	2967	245	580	A	250	6.5	7.9	12.2	16.3	500	Y	Y	Y	6	Y/Y	Y	Y
Mercedes-Benz C 63 AMG S	10338906	10680910	Sedan	Petrol	3982	510	700	A	250	4.0	-	-	11.9	435	Y	Y	Y	7	Y/Y	Y	Y
Jaguar XJ 3.0L diesel turbocharged LWB	10347399	10398399	Sedan	Diesel	2993	275	600	A	250	6.7	6.9	11.1	12.9	520	Y	Y	Y	6	Y/Y	Y	Y
BMW 7 Series 730 Ld Eminence	10650000	10650000	Sedan	Diesel	2993	258	560	A	250	6.9	9.4	16.2	16.5	500	Y	Y	Y	8	Y/Y	Y	Y
Porsche Cayenne Diesel	10669450	10400000	SUV	Diesel	2967	245	550	A	218	7.7	10.2	13.4	15.1	670	Y	Y	Y	8	Y/Y	Y	Y
Porsche Cayman S	10721700	10450000	Coupe	Petrol	3436	325	370	A	283	5.4	5.4	9.1	12.1	425	Y	Y	Y	6	Y/N	Y	Y
BMW 6 Series 640d Eminence	11000000	11000000	Coupe	Diesel	2993	313	630	A	250	6.1	8.3	13.4	17.5	570	Y	Y	Y	8	Y/Y	Y	Y
Land Rover Discovery SDV6 SE	11131234	11128278	SUV	Diesel	2993	249	600	A	180	9.3	-	-	11.4	280	Y	Y	Y	6	Y/Y	Y	Y
Mercedes-Benz S-Class S350 CDI	11139956	11350000	Sedan	Diesel	2987	258	620	A	250	6.8	8.6	12.2	-	530	Y	Y	Y	8	Y/Y	Y	Y
Porsche Boxster GTS	11290000	11500000	Convertible	Petrol	3436	330	370	A	279	4.9	8.8	15.8	12.1	280	Y	Y	Y	6	Y/N	Y	Y
Porsche Macan Turbo	11388410	11100000	SUV	Petrol	3604	400	550	A	266	4.8	8.6	13.3	11.2	500	Y	Y	Y	6	Y/Y	Y	Y
Audi RS5 4.2 FSI quattro	11438011	11054000	Coupe	Petrol	4163	450	430	A	250	4.5	6.9	12.0	10.0	455	Y	Y	Y	4	Y/N	Y	Y
BMW X6 xDrive40d M Sport	11500000	11500000	SUV	Diesel	2993	313	630	A	216	6.0	9.4	14.2	15.9	580	Y	Y	Y	8	Y/Y	Y	Y
Land Rover RR Sport 3.0 SDV6 S	11609685	11606603	SUV	Diesel	2993	292	600	A	210	7.7	8.3	13.4	12.7	-	Y	Y	Y	8	Y/Y	Y	Y
BMW M3 sedan STD	11700000	11700000	Sedan	Petrol	2979	431	550	A	250	4.9	5.8	10.4	10.8	-	Y	Y	Y	8	Y/Y	Y	Y
BMW 6 Series 640d Design Pure Experience	11700000	11700000	Coupe	Diesel	2993	313	630	A	250	6.1	8.3	13.4	17.5	570	Y	Y	Y	8	Y/Y	Y	Y
BMW M4 coupe STD	11900000	11900000	Coupe	Petrol	2979	431	550	A	250	4.9	5.8	10.4	10.8	-	Y	Y	Y	6	Y/N	Y	Y
Porsche Panamera Diesel	11910910	11610000	Sedan	Diesel	2967	300	650	A	242	7.0	8.4	12.6	15.6	445	Y	Y	Y	8	Y/Y	Y	Y
Land Rover Discovery SD V6 HSE	11995453	11992267	SUV	Diesel	2993	249	600	A	180	9.3	-	-	11.4	280	Y	Y	Y	6	Y/Y	Y	Y
Porsche Panamera STD	12003915	11700000	Sedan	Petrol	3605	309	400	A	259	6.3	8.7	14.4	11.7	445	Y	Y	Y	8	Y/Y	Y	Y
Porsche Cayman GTS	12055120	11750000	Coupe	Petrol	3436	340	380	A	283	4.8	8.7	15.8	12.1	425	Y	Y	Y	6	Y/N	Y	Y
Porsche Cayenne S	12157530	11850000	SUV	Petrol	3604	420	550	A	259	5.5	8.0	12.8	10.5	670	Y	Y	Y	8	Y/Y	Y	Y
Porsche Panamera 4	12259940	11950000	Sedan	Petrol	3605	310	400	A	257	6.1	8.6	13.5	11.3	445	Y	Y	Y	8	Y/Y	Y	Y
Audi A8L 50 TDI quattro	12287529	11687000	Sedan	Diesel	2967	250	580	A	250	6.2	6.7	10.4	16.7	520	Y	Y	Y	8	Y/Y	Y	Y
Mercedes-Benz SLK Class 55 AMG	12358175	12590000	Convertible	Petrol	5461	421	540	A	250	5.4	-	-	11.9	335	Y	Y	Y	6	Y/N	Y	Y
Porsche Cayenne S Diesel	12414600	12100000	SUV	Diesel	4134	384	850	A	252	5.4	10.0	14.2	12.5	670	Y	Y	Y	8	Y/Y	Y	Y
BMW 7 Series 730 Ld Signature	12520000	12520000	Sedan	Diesel	2993	258	560	A	250	6.9	9.4	16.2	16.5	500	Y	Y	Y	8	Y/Y	Y	Y
Jaguar F-Type F 340 PS	12586859	12583516	Coupe	Petrol	2995	340	450	A	260	5.3	8.5	15.4	-	407	Y	Y	Y	6	Y/N	Y	Y
Porsche Cayman GT4	12746000	12982000	Coupe	Petrol	3800	384	420	M	295	4.4	6.7	12.8	9.7	425	Y	Y	Y	6	Y/N	Y	Y
BMW M5 STD	13000000	13000000	Sedan	Petrol	4395	560	680	A	250	5.3	4.4	9.2	10.1	-	Y	Y	Y	8	Y/Y	Y	Y
Land Rover RR Sport 3.0 SDV6 SE	13188095	13215375	SUV	Diesel	2993	292	600	A	210	7.7	8.3	13.4	12.7	-	Y	Y	Y	8	Y/Y	Y	Y
Mercedes-Benz E-Class E 63 AMG	13303497	12933800	Sedan	Petrol	5461	557	720	A	250	4.2	-	-	10.2	540	Y	Y	Y	8	Y/Y	Y	Y
Audi RS 6 Avant STD	13500000	13500260	Estate	Petrol	3993	560	700	A	250	3.9	-	-	9.6	565	Y	Y	Y	8	Y/Y	Y	Y
Porsche Cayenne GTS	13762000	17000000	SUV	Petrol	3604	440	600	A	220	5.5	6.8	8.1	10.2	670	Y	Y	Y	8	Y/Y	Y	Y
Jaguar F-Type S 380 PS	13880760	13831131	Coupe	Petrol	2995	380	460	A	275	4.9	8.3	15.2	-	407	Y	Y	Y	6	Y/N	Y	Y
Audi A8L 60 TDI quattro	13956076	13274000	Sedan	Diesel	4134	385	850	A	250	5.4	8.2	13.8	7.5	520	Y	Y	Y	8	Y/Y	Y	Y
BMW 7 Series Active Hybrid	14100000	14100000	Sedan	Petrol	2979	320	450	A	250	6.9	6.2	8.8	-	500	Y	Y	Y	8	Y/Y	Y	Y
Mercedes-Benz S-Class S500	14157914	14425000	Sedan	Petrol	4663	460	700	A	250	5.7	6.4	11.1	-	530	Y	Y	Y	8	Y/Y	Y	Y
Porsche 911 Carrera	14158705	13800000	Coupe	Petrol	3436	350	390	A	287	4.6	8.8	15.1	12.2	145	Y	Y	Y	6	Y/N	Y	Y
Audi A8L 60 TFSI quattro	14479666	13772000	Sedan	Petrol	3993	435	600	A	250	4.6	10.6	16.3	7.4	520	Y	Y	Y	8	Y/Y	Y	Y
BMW 7 Series 750 Li Eminence	14590000	14590000	Sedan	Petrol	4395	450	650	A	250	4.8	6.1	7.3	11.6	500	Y	Y	Y	8	Y/Y	Y	Y
Audi RS 7 STD	14630000	14020750	Coupe	Petrol	3993	560	700	A	250	3.9	7.1	13.3	10.2	535	Y	Y	Y	8	Y/Y	Y	Y
Land Rover RR Sport 3.0 SDV6 HSE	15153340	15149316	SUV	Diesel	2993	292	600	A	210	7.7	8.3	13.4	12.7	-	Y	Y	Y	8	Y/Y	Y	Y
Porsche 911 Carrera 4	15183850	14800000	Coupe	Petrol	3436	350	390	M	283	4.7	8.5	14.7	10.8	125	Y	Y	Y	6	Y/N	Y	Y
Jaguar F-Type S	15370399	15366316	Convertible	Petrol	2995	380	460	A	275	4.9	-	-	-	196	Y	Y	Y	6	Y/N	Y	Y
Porsche Panamera GTS	15389715	15000000	Sedan	Petrol	4806	440	520	A	288	4.4	6.5	13.3	9.7	445	Y	Y	Y	8	Y/Y	Y	Y
Porsche 911 Carrera Cabriolet	15492125	15100000	Convertible	Petrol	3436	350	390	A	284	4.8	8.6	14.9	10.9	145	Y	Y	Y	6	Y/N	Y	Y
BMW X5 M	15500000	15500000	SUV	Petrol	4395	575	750														

Car Buyer's Guide

Make Model Variant	Ex-Mumbai (₹)	Ex-Delhi (₹)	Body Type	Fuel Type	Engine Displacement (cc)	Power (PS)	Torque (Nm)	Transmission	Top Speed (kmph)	0-100 (kmph)	City (kmpl)	Highway (kmpl)	Claimed Economy (kmpl)	Boot Space (l)	ABS	TC	ESP	Airbags	Power Windows (E/R)	USB/Aux	Rear Aircon
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₹75 lakh and above contd...

Porsche Panamera Turbo	18163000	18500000	Sedan	Petrol	4806	520	700	A	305	4.1	6.7	12.8	9.6	432	Y	Y	Y	8	Y/Y	Y	Y
Porsche 911 Carrera 4 GTS	18204000	18542000	Coupe	Petrol	3800	429	440	A	302	4.0	8.0	14.0	10.9	125	Y	Y	Y	6	Y/N	Y	Y
Land Rover Range Rover 3.0 litre TDV6 Diesel HSE	18259713	18254863	SUV	Diesel	2993	248	600	A	210	7.9	-	-	13.3	909	Y	Y	Y	8	Y/Y	Y	Y
Porsche Cayenne Turbo	18262420	17800000	SUV	Petrol	4806	520	750	A	250	5.2	4.1	8.2	8.9	670	Y	Y	Y	8	Y/Y	Y	Y
Porsche 911 Carrera GTS Cabriolet	18457000	18800000	Convertible	Petrol	3800	429	440	A	302	4.2	8.1	14.4	11.2	125	Y	Y	Y	6	Y/N	Y	Y
Porsche 911 Carrera 4S Cabriolet	18569650	18100000	Convertible	Petrol	3800	400	440	A	296	4.7	8.0	14.0	10.0	125	Y	Y	Y	6	Y/N	Y	Y
Jaguar F-Type V8 S	18686876	18121561	Convertible	Petrol	5000	495	680	A	300	4.6	6.5	12.5	-	196	Y	Y	Y	6	Y/N	Y	Y
Mercedes-Benz G-Class G-63 AMG	18748425	19100000	SUV	Petrol	5461	544	760	A	210	5.9	4.5	7.0	10.6	480	Y	Y	Y	8	Y/Y	Y	Y
Jaguar F-Type R 550 PS	18840563	18835559	Coupe	Petrol	5000	550	680	A	273	4.4	6.5	12.5	-	407	Y	Y	Y	6	Y/N	Y	Y
Porsche 911 Targa 4GTS	18948000	19299000	Convertible	Petrol	3800	429	440	A	301	4.3	8.0	14.0	10.8	125	Y	Y	Y	6	Y/N	Y	Y
Porsche 911 Carrera 4 GTS Cabriolet	19372000	19731000	Convertible	Petrol	3800	429	440	A	301	4.2	8.0	14.0	10.8	125	Y	Y	Y	6	Y/N	Y	Y
BMW 7 Series 760 Li Eminence	19490000	19490000	Sedan	Petrol	5972	543	750	A	250	4.6	6.1	7.4	7.5	500	Y	Y	Y	8	Y/Y	Y	Y
Audi A8L L W12 FSI quattro	19676659	18512000	Sedan	Petrol	6299	500	625	A	235	5.3	-	-	4.7	520	Y	Y	Y	8	Y/N	Y	Y
Audi R8 V10 5.2 FSI quattro	19986000	19986000	Coupe	Petrol	5204	525	530	A	314	3.6	-	-	7.6	100	Y	Y	Y	4	Y/N	Y	Y
Land Rover Range Rover Sport SVR 5.0 V8	20360606	20355198	SUV	Petrol	4999	509	680	A	260	4.7	4.9	10.1	7.8	-	Y	Y	Y	8	Y/Y	Y	Y
Porsche 911 GT3	20622030	20100000	Coupe	Petrol	3799	475	440	A	315	3.5	5.2	11.2	8.0	-	Y	Y	Y	6	Y/N	Y	Y
Mercedes-Benz G-Class G-63 AMG Crazy Colour	20756041	21760569	SUV	Petrol	5461	544	760	A	210	5.9	4.5	7.0	10.6	480	Y	Y	Y	8	Y/Y	Y	Y
Land Rover Range Rover 3.0 litre TDV6 Diesel Vogue	20766380	20760865	SUV	Diesel	2993	248	600	A	210	7.9	-	-	13.3	909	Y	Y	Y	8	Y/Y	Y	Y
Mercedes-Benz S-Class S500 Coupe	21221760	20578000	Coupe	Petrol	4663	455	700	A	250	4.6	8.5	14.2	-	400	Y	Y	Y	8	Y/N	Y	Y
Porsche 911 Turbo	21955450	21400000	Coupe	Petrol	3800	520	660	A	315	3.4	7.5	12.9	10.3	115	Y	Y	Y	6	Y/N	Y	Y
Land Rover Range Rover TDV6 Vogue LWD	21956079	21834338	SUV	Diesel	2993	248	600	A	210	8.3	-	-	13.3	-	Y	Y	Y	8	Y/Y	Y	Y
Audi R8 V10 5.2 FSI Spyder	21962000	21962000	Convertible	Petrol	5204	525	530	A	311	3.8	-	-	7.5	100	Y	Y	Y	4	Y/N	Y	Y
Porsche 911 Turbo Cabriolet	22385000	22800000	Convertible	Petrol	3800	520	660	A	315	3.5	7.4	12.8	10.1	115	Y	Y	Y	6	Y/N	Y	Y
Porsche 911 GT3 RS	22688000	23109000	Coupe	Petrol	3996	500	460	A	310	3.3	5.2	11.2	7.8	125	Y	Y	Y	6	Y/N	Y	Y
Porsche Panamera Turbo S	22875000	23300000	Sedan	Petrol	4806	570	750	A	310	3.8	6.7	12.8	9.6	445	Y	Y	Y	8	Y/Y	Y	Y
BMW i8 STD	22900000	22900000	Convertible	Electric	1499	361	570	A	250	5.3	8.2	11.7	47.5	154	Y	Y	Y	8	Y/N	Y	Y
Audi R8 V10 plus	23166000	23166000	Coupe	Petrol	5204	549	540	A	319	3.5	-	-	7.8	100	Y	Y	Y	4	Y/N	Y	Y
Land Rover Range Rover 4.4 SDV6 Vogue SE	24769635	25723574	SUV	Diesel	4367	340	740	A	218	6.9	-	-	11.5	-	Y	Y	Y	8	Y/Y	Y	Y
Porsche Cayenne Turbo S	24792000	24368000	SUV	Petrol	4806	569	800	A	284	4.1	6.2	11.2	8.6	670	Y	Y	Y	8	Y/Y	Y	Y
Land Rover Range Rover 4.4 SD V8 Autobiography	25481635	26686046	SUV	Diesel	4367	340	740	A	225	7.6	7.9	11.4	11.5	900	Y	Y	Y	8	Y/Y	Y	Y
Land Rover Range Rover SDV8 Vogue SE LWD	25756353	25614801	SUV	Diesel	4367	340	740	A	218	7.2	-	-	11.5	-	Y	Y	Y	8	Y/Y	Y	Y
Land Rover Range Rover Autobiography 5.0 V8 Petrol	26250872	26243900	SUV	Petrol	4999	510	625	A	225	5.4	-	-	7.8	-	Y	Y	Y	8	Y/Y	Y	Y
Porsche 911 Turbo S	26367440	25700000	Coupe	Petrol	3800	560	700	A	318	3.1	7.5	12.9	10.3	115	Y	Y	Y	6	Y/N	Y	Y
Mercedes-Benz S-Class S63 AMG Sedan	26438500	25300000	Sedan	Petrol	5461	585	900	A	250	4.4	-	-	-	510	Y	Y	Y	8	Y/Y	Y	Y
Porsche 911 Turbo S Cabriolet	26704000	27200000	Convertible	Petrol	3800	560	700	A	318	3.2	7.4	12.8	10.1	115	Y	Y	Y	6	Y/N	Y	Y
Land Rover Range Rover 4.4 SD V8 Autobiography LWB	26833236	26686046	SUV	Diesel	4367	340	740	A	225	7.6	7.9	11.4	11.5	-	Y	Y	Y	8	Y/Y	Y	Y
Aston Martin Vantage V8 STD	27000000	18622499	Coupe	Petrol	4735	436	490	M	305	4.8	6.1	11.6	-	300	Y	Y	Y	4	Y/N	Y	Y
Mercedes-Benz S-Class S63 AMG Coupe	27105094	26283000	Coupe	Petrol	5461	585	900	A	250	4.2	7.1	12.8	-	400	Y	Y	Y	8	Y/N	Y	Y
Mercedes-Benz Maybach S 600	27339190	26510000	Sedan	Petrol	5980	530	830	A	250	5.9	4.0	7.0	7.1	500	Y	Y	Y	8	Y/Y	Y	Y
Land Rover Range Rover Autobiography 5.0 V8 Petrol LWB	27602474	27451275	SUV	Petrol	4999	510	625	A	225	5.8	-	-	7.8	-	Y	Y	Y	8	Y/Y	Y	Y
Bentley Mulsanne STD	28110500	26900000	Sedan	Petrol	6752	512	1020	A	296	5.3	4.3	8.1	-	443	Y	Y	Y	6	Y/Y	Y	Y
Aston Martin Vantage V8 Roadster	29000000	24000000	Convertible	Petrol	4735	436	490	M	305	4.9	6.1	11.6	-	144	Y	Y	Y	4	Y/N	Y	Y
Audi R8 LMX	29700000	29700000	Coupe	Petrol	5204	549	530	A	314	3.6	-	-	7.6	100	Y	Y	Y	4	Y/N	Y	Y
Bentley Flying Spur V8	32157705	31057705	Sedan	Petrol	3993	507	660	A	295	5.2	12.5	6.2	-	475	Y	Y	Y	7	Y/Y	Y	Y
Bentley Continental GT V8	34429825	32947201	Coupe	Petrol	3993	507	660	A	303	4.8	6.5	13.0	12.9	358	Y	Y	Y	8	Y/Y	Y	Y
Ferrari California T STD	34485000	22000000	Convertible	Petrol	3855	560	755	A	315	3.6	-	-	9.5	339	Y	Y	Y	6	Y/N	Y	Y
Bentley Flying Spur W12	36500000	34116695	Sedan	Petrol	5998	625	800	A	320	4.4	4.5	10.1	-	475	Y	Y	Y	7	Y/Y	Y	Y
Bentley Continental GT V8 S	37182454	35581296	Coupe	Petrol	3993	528	680	A	309	4.5	6.4	12.8	12.8	358	Y	Y	Y	8	Y/Y	Y	Y
Bentley Continental GT W12	37374348	35764927	Coupe	Petrol	5998	590	720	A	318	4.5	4.6	10.4	-	358	Y	Y	Y	8	Y/Y	Y	Y
Land Rover Range Rover 4.4 SD V8 Autobiography LWB Black	37540299	37530329	SUV	Diesel	4367	340	740	A	225	7.6	7.9	11.4	11.5	-	Y	Y	Y	8	Y/Y	Y	Y
Bentley Continental GTC V8	38059975	36421029	Convertible	Petrol	3993	507	660	A	301	5.0	4.5	9.5	-	260	Y	Y	Y	8	Y/Y	Y	Y
Lamborghini Aventador LP 700-4 Coupe	38500000	36900000	Coupe	Petrol	6498	700	690	A	350	2.9	-	-	-	-	Y	Y	Y	6	Y/N	Y	Y
Lamborghini Huracan LP 610-4	39000000	34300000	Roadster	Petrol	5204	610	560	A	325	3.2	5.6	10.6	-	-	Y	Y	Y	4	Y/N	Y	Y
Aston Martin DB9 STD	40000000	29000000	Coupe	Petrol	5935	517	620	A	295	4.6	8.1	17.9	-	-	Y	Y	Y	6	Y/N	Y	Y
Aston Martin Vantage V12 S STD	40000000	35000000	Coupe	Petrol	5935	573	620	A	328	3.9	3.9	9.8	-	300	Y	Y	Y	4	Y/N	Y	Y
Bentley Continental GTC V8 S	40973133	39208740	Convertible	Petrol	3993	528	680	A	308	4.7	6.2	12.4	-	260	Y	Y	Y	8	Y/Y	Y	Y
Bentley Continental GT Speed	42175304	40359143	Coupe	Petrol	5998	635	820	A	331	4.2	4.6	9.9	-	358	Y	Y	Y	8	Y/Y	Y	Y
Ferrari 458 Spider	42200000	42200000	Convertible	Petrol	4497	569	540	A	320	3.4											

Make Model Variant	Ex-Mumbai (₹)	Ex-Delhi (₹)	Engine Displacement (cc)	Power (PS)	Torque (Nm)	Gears	Fuel Tank (l)	Tyres Front	Tyres Rear	Brakes Front (mm)	Brakes Rear (mm)	Top Speed (kmph)	0-60kmph (s)	60-0kmph (s)	Kerb Weight (kg)	City (kmpl)	Highway (kmpl)	Claimed Economy (kmpl)	ABS	Tachometer	Digital Speedo
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Upto ₹50,000

Bajaj CT 100 Spoke	36923	35034	99	8.2	8.05	4	10.5	2.75x17	3.00x17	110	110	90.0	-	-	109	-	-	89.5	N	N	N
Yamaha Crux	39667	39667	106	7.6	7.5	4	11	2.50 x 18 4PR	2.75 x 18 6PR	130	130	91.0	11.7	-	113	53	67	-	N	N	N
Bajaj CT 100 Alloy	40010	38034	99	8.2	8.05	4	10.5	2.75x17	3.00x17	110	110	90.0	-	-	108	-	-	89.5	N	N	N
TVS Max 4R	40080	37600	110	8.4	8.33	4	16	2.75x17-4	3.00x17-6	130	130	85.0	-	-	118	-	-	60	N	N	N
Hero HF Dawn Kickstart	40792	39470	97	8.4	8.05	4	10.5	2.75x18	2.75x18	130	110	90.0	7.8	-	109	65	75	88.56	N	N	N
Hero HF Deluxe Kick-Spoke	42854	42100	97	8.4	8.05	4	9.5	2.75x18	2.75x18	130	110	85.0	7.8	-	109	60	75	88.56	N	N	N
Honda Dream Neo Kick-Spoke	45228	42391	109	8.4	8.63	4	8	80/100-18	80/100-18	130	130	86.1	9.1	4	107	69.6	76.7	74	N	N	N
Bajaj Platina 100 Alloy wheel KS	45373	43241	102	8.2	8.05	4	11.5	2.75x17	3.00x17	110	110	87.1	8.28	2.9	108	86.56	91.8	96.9	N	N	N
Hero Splendor Plus Kick Cast	46300	46500	97	8.4	8.05	4	11	2.75x18-42 P/4 PR	2.75x18-48P/6 PR	130	130	87.5	8.77	3	109	56	70	-	N	N	N
Hero Splendor Pro Kick Spoke	46537	-	97	8.4	8.05	4	11	2.75x18-42P	2.75x18-48P	130	110	-	-	-	109	-	-	-	N	N	N
Hero Splendor Plus Kick Spoke	46620	45850	97	8.4	8.05	4	11	2.75 x18 -48P/6 PR	2.75 x18 -48P/6 PR	130	130	87.5	8.77	3	109	56	70	-	N	N	N
TVS Star City+ Kick Start	46893	41945	110	8.4	8.7	4	10	2.75-17	3.00-17	130	110	88.7	7.89	-	109	62.5	72	86	N	N	N
Suzuki Slingshot Drum-Alloys-Kick	47140	44940	124	8.8	10	5	12	2.75x18 42P	3.0x18 52P	130	130	94.2	8.1	3.3	128	64.84	74.3	73.5	N	N	N
Honda CB Twister Kick-Drum	47210	43900	109	9.0	9	4	8	70/100-17	80/100-17	130	110	94.3	6.5	-	108	73	79.3	85.7	N	N	N
Hero HF Deluxe Eco	47352	46150	97	8.4	8.05	4	10.5	2.75x18 42 P	2.75x18 48 P	130	110	-	-	-	112	-	-	88.56	N	N	N
Bajaj Platina 100 Alloy wheel ES	47447	45252	102	8.2	8.06	4	11.5	2.75x17	3.00x17	110	110	87.1	8.28	2.9	108	86.56	91.8	96.9	N	N	N
TVS Sport	47453	45299	100	7.5	7.5	4	12	2.75x17	3.00x17	130	110	-	-	-	108.5	-	-	95	N	N	N
Honda CD 110 Dream	47462	43497	109	8.4	8.63	4	8	80/100-18	80/100-18	130	130	-	-	-	105	-	-	74	N	N	N
Hero Splendor Pro Kick Cast	47537	-	97	8.4	8.05	4	11	2.75x18-42P	2.75x18-48P	130	110	-	-	-	109	-	-	-	N	N	N
Honda Dream Yuga Kick-Drum-Spoke	47882	49070	109	8.4	8.63	4	8	80/100-18	80/100-18	130	130	88.8	8.91	3.31	108	72.88	78.8	74	N	N	N
Hero Splendor Pro Self Cast-SE (Long Seat)	48003	50100	97	8.4	8.05	4	11	2.75x18-42P	2.75x18-48P	130	110	-	-	-	112	-	-	-	N	N	N
Hero Splendor Pro Self Spoke	48438	-	97	8.4	8.05	4	11	2.75x18-42P	2.75x18-48P	130	110	-	-	-	112	-	-	-	N	N	N
Mahindra Centuro Rockstar	48550	45250	107	8.5	8.5	4	12.7	2.75x18	3.0x18	130	130	84.5	9.4	3.8	126	65.4	78.6	85	N	Y	Y
Suzuki Slingshot Drum-Alloys-Self	49140	46910	124	8.8	10	5	12	2.75x18 42P	3.0x18 52P	130	130	94.2	8.1	3.3	128	64.84	74.3	73.5	N	N	N
Honda Dream Neo Kick-Alloy	49211	46449	109	8.4	8.63	4	8	80/100-18	80/100-18	130	130	86.1	9.1	3.5	107	69.6	76.7	74	N	N	N
Honda Dream Yuga Kick-Drum-Alloy	49403	43497	109	8.4	8.63	4	8	80/100-18	80/100-18	130	130	88.8	8.91	3.31	108	72.88	78.8	74	N	N	N
Hero Splendor Pro Cast-Self	49487	-	97	8.4	8.05	4	11	2.75x18-42 P	2.75x18-48 P	130	110	-	-	-	112	-	-	-	N	N	N
TVS Star City+ Electric Start	49647	43934	110	8.4	8.7	4	10	2.75x17	3.00x17	130	110	88.7	7.89	-	109	62.5	72	86	N	N	N

₹50,000 to ₹75,000

Hero Passion X-Pro Drum-Kick-Spoke	50468	49525	110	8.7	9.36	4	9.5	80/100-18	90/90-18	130	130	88.6	8.92	2.49	113	62.4	70.19	70	N	N	N
Hero Splendor iSmart Self-spoke	50955	50000	97	8.4	8.05	4	8.7	2.75x18-4PR	2.75x18-6PR	130	110	87.5	8.77	3	110	56.3	-	102.5	N	N	N
Hero Passion X-Pro Drum-Kick-Cast	51386	50525	110	8.7	9.36	4	9.5	80/100-18	90/90-18	130	130	88.6	8.92	2.49	115	62.4	70.19	70	N	N	N
Mahindra Centuro NI	51597	48050	107	8.5	8.5	4	12.7	2.75x18	3.0x18	130	130	84.5	9.4	3.8	126	65.4	78.6	85	N	Y	Y
Honda Dream Neo Self-Alloy	51965	49070	109	8.4	8.63	4	8	80/100-18	80/100-18	130	130	86.1	9.1	3.5	107	69.6	76.7	74	N	N	N
Hero Passion X-Pro Drum-Self-Spoke	52150	51525	110	8.7	9.36	4	9.5	80/100-18	90/90-18	130	130	88.6	8.92	2.49	114	62.4	70.19	70	N	N	N
Hero Splendor Pro Classic	52737	50500	97	8.4	8.05	4	11	2.75x18-42P/4PR	2.75x18-48P/6PR	130	130	84.0	-	-	109	59.8	70.1	93.21	N	N	N
Hero Passion Pro Cast-Self	53262	50600	97	8.4	8.05	4	12.5	2.75x18	3.00x18	130	130	82.1	12.2	-	116	56	70	84	N	N	N
Honda CB Twister Self -Drum	53851	50002	109	9.0	9	4	8	70/100-17	80/100-17	130	110	94.3	6.5	-	107	73	79.3	70	N	N	N
Hero Splendor iSmart Self-cast	53883	51100	97	8.4	8.05	4	8.7	2.75x18-4PR	2.75x18-6PR	130	110	87.5	8.77	3	110	56.3	-	102.5	N	N	N
Yamaha Saluto	54000	52000	125	8.3	10.1	4	7.6	80/100-18 47	80/100-18 54	130	130	86.7	9.4	5.68	112	62.5	69.5	78	N	N	N
Mahindra Centuro NXT	54644	51050	107	8.5	8.5	4	12.7	2.75x18	3.0x18	130	130	84.5	9.4	3.8	126	65.4	78.6	85	N	Y	Y
Mahindra Centuro Disc brake	54854	51300	107	8.5	8.5	4	12.7	2.75x18	3.0x18	240	130	84.5	9.4	3.8	126	65.4	78.6	85	N	Y	Y
Honda Dream Yuga Self-Drum-Alloy	55084	50989	109	8.4	8.63	4	8	80/100-18	80/100-18	130	130	88.8	8.91	3.31	108	72.88	78.8	74	N	N	N
Hero Passion Pro Disc	55154	52500	97	8.4	8.05	4	12.5	2.75x18	3.00x18	240	130	82.1	12.2	-	116	56	70	84	N	N	N
Hero Passion X-Pro Drum-Self-Cast	55535	52525	110	8.7	9.36	4	9.5	80/100-18	90/90-18	130	130	88.6	8.92	2.49	116	62.4	70.19	70	N	N	N
Bajaj Discover 125	55630	53001	125	11.0	10.8	5	8	2.75x17	100/90-17	200	130	100.0	-	-	120.5	-	-	82.4	N	N	N
Bajaj Discover 150S Drum	55748	54520	145	14.5	12.75	5	10	80/100-17	100/90-17	130	130	110.0	5.45	-	130	-	70.12	72	N	N	N
Hero Super Splendor Cast-Self	55989	53600	125	9.1	10.35	4	13	2.75X18-42P/4PR	2.75X18-48P/6PR	130	130	98.7	7.4	-	121	73	80	83.1	N	N	N
Hero Passion Pro TR	55994	53712	97	8.4	8.05	4	12.8	2.75x18	3.00x18	240	130	-	-	-	119	-	-	-	N	N	N
Yamaha Saluto Disc	56000	54500	125	8.3	10.1	4	7.6	80/100-18 47	80/100-18 54	245	130	86.7	9.4	5.68	113	62.5	69.5	78	N	N	N
Honda Livo Drum	57084	52988	109	8.3	8.63	4	8.5	80/100-18	80/100-18	130	130	84.2	8.2	-	-	70	81	74	N	N	N
Honda CB Twister Self-Disc	57234	53231	109	9.0	9	4	8	70/100x17	80/100x17	240	110	94.3	6.5	-	107	73	79.3	70	N	N	N
Hero Passion X-Pro Disc-Self-Cast	57610	54500	109	8.7	9.36	4	9.5	80/100-18	90/90-18	240	130	88.6	8.92	2.49	116	62.4	70.19	70	N	N	N
Suzuki Hayate electric start	57759	48618	113	8.4	8.8	4	10.5	70/100-17	80/100-17	130	110	89.1	8.87	2.95	114	64.5	73	-	N	N	N
Suzuki Slingshot Disc-Alloys-Self	57826	48480	124	8.8	10	5	12	2.75x18 42P	3.0x18 52P	240	130	94.2	8.1	3.3	129	64.84	74.3	73.5	N	N	N
Hero Glamour Self cast Drum	58011	55925	125	9.1	10.35	4	13.6	2.75x18 42P	3.00x18 52P	130	130	98.7	7.4	19	125	73	80	-	N	N	N
TVS Phoenix Drum	58325	52549	125	11.0	10.8	4	12	80/90 x 17	90/90 x 17	130	130	95.8	6.8	-	114	59.6	75.1	67	N	N	Y
Bajaj Discover 150S Disc	58951	57630	145	14.5	12.75	5	10	80/100-17	100/90-17	240	130	110.0	5.45	-	129	-	70.12	72	N	N	N
Bajaj Discover 150F Drum	59329	58000	145	14.5	12.75	5	10	80/100-17	100/90-17	240	130	109.5	5.45	-	129	-	70.12	72	N	N	N
Honda Livo Disc	59584	55488	109	9.0	8.97	4	8.5	80/100-18	80/100-18	240	130	84.2	8.2	-	111	70	81	74	N	N	N
Honda CB Shine Self-Drum-Alloy	59674	55559	125	10.6	10.3	4	10.5	80/100-18	80/100-18	130	130	93.0	5.8	-	123	-	-	65	N	N	N
Hero Glamour Self cast Disc	60218	57925	125	9.1	10.35	4	13.6	2.75x18 42P	3.00x18 52P	240	130	98.7	7.4	-	125	73	80	-	N	N	N
TVS Phoenix Disc	61045	54572	125	11.0	10.8	4	12	80/90 x 17	90/90 x 17	240	130	95.8	6.8	-	116	59.6	75.1	67	N	N	Y
Hero Achiever Kick start	61200	61425	149	13.6	12.8	5	12.5	2.75 x 18 - 42 P	3.00 x 18 - 52 P	240	130	-	-	-	134	-	-	-	N	Y	N

Bike Buyer's Guide

Make Model Variant	Ex-Mumbai (₹)	Ex-Delhi (₹)	Engine Displacement (cc)	Power (PS)	Torque (Nm)	Gears	Fuel Tank (l)	Tyres Front	Tyres Rear	Brakes Front (mm)	Brakes Rear (mm)	Top Speed (kmph)	0-60kmph (s)	60-0kmph (s)	Kerb Weight (kg)	City (kmpl)	Highway (kmpl)	Claimed Economy (kmpl)	ABS	Tachometer	Digital Speedo
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₹50,000 to ₹75,000 contd...

Hero Achiever Self start	62368	61425	149	13.6	12.8	5	12.5	2.75 x 18 - 42 P	3.00 x 18 - 52 P	240	130	-	-	-	138	-	-	-	N	Y	N
Honda CBF Stunner Self disc alloy	62987	58721	125	11.1	10.46	5	10	80/100-17	100/90-17	240	130	99.3	6.22	-	126	63.9	67.2	68.3	N	Y	N
Bajaj Discover 150F Disc	63453	62001	145	14.5	12.75	5	10	80/100-17	100/90-17	240	130	109.5	5.45	-	129	-	70.12	72	N	N	N
Hero Ignitor Drum	64219	60500	125	11.1	11	5	9	80/100-17	100/90-17	130	130	110.0	7.3	-	129	45	60	60	N	Y	Y
Bajaj Pulsar 135 LS	65049	63549	135	13.6	11.4	5	8	2.75x17	100/90-17	240	130	109.7	5.5	-	121	50	65	68.1	N	Y	Y
Honda CB Shine Self-Disc-Alloy	65642	61298	125	10.6	10.3	4	10.5	80/100-18	80/100-18	240	130	93.0	5.8	-	123	-	-	65	N	N	N
Honda CB Shine Self-Disc-Alloy-CBS	65642	60808	125	10.6	10.3	4	10.5	80/100-18	80/100-18	240	130	93.0	5.8	-	123	-	-	65	N	N	N
Yamaha SZ-RR version 2.0	66000	66064	149	12.1	12.8	5	14	2.75x17	100/90-17	245	130	-	-	-	134	-	-	-	N	Y	N
Yamaha SZ RR	66064	66564	153	12.1	12.8	5	14	2.75- 17 41P	100/90-17 55P	245	130	97.9	6.4	-	134	52.9	61.2	-	N	Y	N
Hero Ignitor Disc	66321	62600	125	11.1	11	5	9	80/100 x 17	100/90 x 17	240	130	101.9	6.51	-	129	64.8	68.9	60	N	Y	Y
Hero Glamour Fi	68283	65600	125	9.1	10.35	4	13.6	2.75x18 42P	3.00x18 52P	240	130	98.7	7.4	-	129	73	80	81.1	N	N	N
Hero Xtreme single disc	72483	71925	149	14.4	12.8	5	12.1	80/100-18 47P	110/90-18 61P	240	130	111.0	-	-	145	-	-	65.1	N	Y	Y
Hero Impulse	72772	71400	149	13.2	13.4	5	11.1	90/90x19	110/90x17	240	110	107.0	5.38	2.23	134	45	55	55	N	Y	Y
Hero Hunk	72890	69725	149	14.4	12.8	5	12.4	80/100-18	100/90-18	240	130	108.0	5.6	-	147	56.4	62.3	65.1	N	Y	Y
Hero Xtreme Sports single disc	73324	72625	149	15.4	13.5	5	12.5	80/100 x 18 47 P	110/90 x18 -61P	240	130	111.0	6.2	-	146	48	62.3	-	N	Y	Y
Honda CB Trigger	73408	68667	149	14.5	12.5	5	12	80/100-17	110/80-17	240	130	107.0	6	2	135	42.3	61.9	60	N	Y	Y
Bajaj Pulsar 150 DTS-i	73514	71756	149	15.1	12.5	5	15	2.75x17	100/90-17	240	130	111.0	5.6	-	144	56.5	65	62.1	N	Y	Y
Yamaha FZ 16	73891	73891	153	14.0	13.6	5	12	100/80-17	140/60-R17	267	130	106.7	5.2	-	135	46.4	53.2	-	N	Y	Y
TVS Apache RTR 160	74014	71999	160	15.2	13.1	5	16	90/90-17	110/80-17	270	130	112.0	5.27	-	137	55	59	54.1	N	Y	Y

₹75,000 to ₹1 Lakh

Hero Xtreme double disc	75740	75025	149	14.4	12.8	5	12.1	80/100-18 47P	110/90-18 61P	240	200	111.0	-	-	146	-	-	65.1	N	Y	Y
Yamaha FZ S	75893	75893	153	14.0	13.6	5	12	100/80-17	140/60-R17	267	130	106.7	5.2	2.1	135	46.4	53.2	-	N	Y	Y
Hero Hunk Double Disc	76147	72600	149	14.4	12.8	5	12.4	80/100-18	100/90-18	240	220	108.0	5.6	-	147	56.4	62.3	65.1	N	Y	Y
Suzuki GS150R	76502	69053	150	13.8	13.4	6	15.5	2.75-18	100/90-18	240	130	105.8	5.5	-	149	52	57.2	62	N	Y	Y
Bajaj Avenger Street 150	76554	75000	150	14.5	12.5	5	14	90/90-17	130/90-15	240	130	-	-	-	148	-	-	-	N	N	Y
Honda CB Trigger DLX	76568	71682	149	14.5	12.5	5	12	80/100-17	110/80-17	240	220	107.3	6	2.2	135	42.3	61.9	60	N	Y	Y
Hero Xtreme Sports double disc	76581	75725	149	15.4	13.5	5	12.5	80/100 x 18 47 P	110/90 x18 -61P	240	220	111.0	6.2	-	147	48	62.3	-	N	Y	Y
Bajaj Pulsar 180 DTS-i	76823	74972	179	17.0	14.22	5	15	90/90-17	120/80-17	260	130	115.0	5.08	-	145	45.8	55.2	58	N	Y	Y
Yamaha FZ Version 2.0	76845	79596	149	13.2	12.8	5	12	100/80-17	140/60-R17	267	130	-	-	-	132	-	-	-	N	Y	Y
TVS Apache RTR 180	80024	76400	177	17.3	15.5	5	16	90/90-17	110/80-17	270	200	121.4	4.5	-	139	43	51	43	N	Y	Y
Yamaha Fazer	80910	80910	153	14.0	13.6	5	12	100/80-17	140/60-R17	267	130	106.7	5.2	-	141	46.4	53.2	-	N	Y	Y
Yamaha FZ S Version 2.0	82159	81659	149	13.1	12.8	5	12	100/80-17	140/60 R17	267	130	106.2	5.95	3	132	55.33	65.37	-	N	Y	Y
Bajaj Pulsar AS150	82832	79000	150	17.0	13	5	12	80/100-17	110/80-17	240	130	125.6	4.9	3.53	143	51.3	57.3	-	N	Y	Y
Honda CB Unicorn 160 CBS	82840	77668	163	14.7	14.61	5	12	80/100-17	110/80-17	240	130	103.8	5.13	2	136	60.2	64.7	62	N	Y	Y
Honda CB Trigger CBS	83432	78234	149	14.5	12.5	5	12	80/100-17	110/80-17	240	220	107.3	6	2.2	135	42.3	61.9	60	N	Y	Y
Bajaj Avenger Street 220	85831	84000	220	19.0	17.5	5	14	90/90-17	130/90-15	260	130	-	-	-	150	-	-	-	N	N	Y
Bajaj Avenger Cruise 220	85831	84000	220	19.0	17.5	5	14	90/90-17	130/90-15	260	130	-	-	-	155	-	-	-	N	N	Y
Suzuki Gixxer	86279	72199	155	14.8	14	5	12	100/80-17	140/60-17	240	130	112.8	5.6	-	135	54.7	57.78	63.5	N	Y	Y
Yamaha Fazer Fi version 2.0	87305	86805	149	13.2	12.8	5	12	100/80-17	140/60-R17	267	130	106.0	6.1	2.54	137	52.4	63.42	-	N	Y	Y
Suzuki Gixxer SF (Special MotoGP edition)	87376	84940	155	14.8	14	5	12	100/80-17	140/60-R17	240	130	114.1	5.98	2	139	53.4	58.2	-	N	Y	Y
Hero Karizma R	89231	83900	223	19.2	19.35	5	15	80/100-18	120/80-18	276	130	126.0	-	-	154	-	-	-	N	Y	N
TVS Apache RTR 180 ABS	91120	87090	177	17.3	15.5	5	16	90/90-17	110/80-17	270	200	121.4	4.5	-	139	43	51	43	Y	Y	Y
Bajaj Pulsar 200 NS	93610	91553	200	23.5	18.3	6	12	100/80-17	130/70-17	280	230	119.0	4.33	-	151	30.2	40.3	58	N	Y	Y
Bajaj Pulsar AS200	95513	93552	200	23.5	18.3	6	12	100/80-17	130/70-17	280	230	138.2	4.98	-	153	30.9	42.9	-	N	Y	Y
Suzuki Gixxer SF Pearl mirage white	95701	83439	155	14.8	14	5	12	100/80-17	140/60-R17	240	130	114.1	5.98	2	139	53.4	58.2	-	N	Y	Y
Suzuki Gixxer SF Glass sparkle black	97358	83439	155	14.8	14	5	12	100/80-17	140/60-R17	240	130	114.1	5.98	2.07	139	53.4	58.2	-	N	Y	Y

₹1 Lakh to ₹3 Lakh

Royal Enfield Bullet 350	110946	93805	346	20.1	28	5	13.5	3.25x19	3.25x19	280	153	-	-	-	180	-	-	-	N	N	N
Hero Karizma ZMR	112560	105500	223	20.3	19.7	5	15.3	80/100x18	120/80x18	276	240	127.8	4.77	-	157	39.1	51.6	-	N	Y	Y
Yamaha YZF-R15 v2.0	117373	114741	150	17.0	15	6	12	90/80x17	130/70x17	267	220	131.7	4.79	2.48	136	38.7	52.3	-	N	Y	Y
Yamaha R15 S	120891	114741	150	17.0	15	6	12	90/80x17	130/70x17	267	220	131.7	4.79	2.48	136	38.7	52.3	-	N	Y	Y
Royal Enfield Bullet Electra	125267	105925	346	20.1	28	5	13.5	3.25x19	3.25x19	280	153	-	-	-	187	-	-	-	N	N	N
Bajaj Pulsar RS 200	126310	120000	200	24.5	18.6	6	13	100/80-17 52P	130/70-17 62	300	230	142.0	4.09	3	165	32.8	44.9	-	N	Y	Y
Honda CBR150R RC	129713	123183	149	18.5	12.66	6	13	100/80-17	130/70-17	276	220	130.7	4.94	2.22	138	44.8	67.5	66.7	N	Y	Y
Honda CBR150R RC DLX	130765	123406	149	18.5	12.66	6	13	100/80-17	130/70-17	276	220	130.7	4.94	2.22	138	44.8	67.5	66.7	N	Y	Y
Royal Enfield Classic 350	133538	112931	346	20.1	28	5	13.5	90/90-18	110/90-18	280	153	130.0	-	-	187	25	30	-	N	N	N
Bajaj Pulsar RS 200 ABS	138659	132000	200	24.5	18.6	6	13	100/80-17 52P	130/70-17 62	300	230	142.0	4.09	3	165	32.8	44.9	-	Y	Y	Y
Royal Enfield Thunderbird 350	145439	123000	346	20.1	28	5	20	90/90-19	120/18-18	280	240	-	-	-	192	-	-	-	N	N	N
KTM 200 Duke	146301	138327	200	25.2	19.2	6	11	110/70x17	150/60x17	280	230	125.8	3.72	2	136	27	38	27.27	N	Y	Y
Royal Enfield Bullet 500	159963	135340	499	26.5	40.9	5	13.5	90/90-19	120/80-18	280	153	121.9	-	-	193	32.3	36.4	-	N	N	N
Mahindra Mojo	160000	158000	295	27.0	30	6	21	110/70 R17	150/60 R17	320	240	147.0	-	-	165	-	-	-	N	Y	Y
Honda CBR250R Sports Red/ Black color	167675	158632	250	26.5	22.9	6	13	110/70-17	140/70-17	296	220	146.8	3.76	1.92	163	26.7	37.2	29.3	N	Y	Y

Make Model Variant	Ex-Mumbai (₹)	Ex-Delhi (₹)	Engine Displacement (cc)	Power (PS)	Torque (Nm)	Gears	Fuel Tank (l)	Tyres Front	Tyres Rear	Brakes Front (mm)	Brakes Rear (mm)	Top Speed (kmph)	0-60kmph (s)	60-Okm/h (s)	Kerb Weight (kg)	City (kmpl)	Highway (kmpl)	Claimed Economy (kmpl)	ABS	Tachometer	Digital Speedo
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₹1 lakh to ₹3 lakh contd...

Honda CBR250R Pearl Sunbeam White	168657	159569	250	26.5	22.9	6	13	110/70-17	140/70-17	296	220	146.8	3.76	1.92	163	26.7	37.2	-	N	Y	Y
Royal Enfield Classic 500	170622	144329	499	27.6	41.3	5	13.5	90/90-19	120/80-18	280	153	114.0	4.1	-	190	32.3	36.4	-	N	N	N
KTM RC 200	172301	166738	200	26.0	19	6	9.5	110/70x17	150/60x17	300	230	136.2	3.84	2	137.5	28.2	34.8	-	N	Y	Y
Royal Enfield Classic 500 Desert Storm	173408	146688	499	27.6	41.3	5	14.5	90/90-19	110/80-18	280	153	116.0	4.1	-	187	32.3	36.4	-	N	N	N
Royal Enfield Classic 500 Chrome	181359	153416	499	27.6	41.3	5	14.5	90/90-19	110/80-18	280	153	114.0	4.1	-	187	32.3	36.4	-	N	N	N
Royal Enfield Thunderbird 500	184635	156191	499	27.6	41.3	5	20	90/90-19	120/18-18	280	240	119.2	5.57	2.38	195	33.2	37.41	-	N	N	N
Honda CBR250R Sports Red/ Black color ABS	198445	190474	250	26.5	22.9	6	13	110/70-17	140/70-17	296	220	146.8	3.76	1.92	163	26.7	37.2	-	Y	Y	Y
Honda CBR250R Pearl Sunbeam White ABS	199279	188794	250	26.5	22.9	6	13	110/70-17	140/70-17	296	220	146.8	3.76	1.92	163	26.7	37.2	-	Y	Y	Y
KTM 390 Duke	199752	190326	373	43.5	35	6	11	110/70 R17	150/60 R17	300	230	168.5	2.7	-	145	26	33	25	Y	Y	Y
Royal Enfield Continental GT 535	204438	172951	535	29.1	44	5	13.5	100/90-18	130/70 R18	300	240	131.3	4.33	-	184	25.3	36.1	-	N	Y	N
KTM RC 390	218427	239400	373	43.5	35	6	9.5	110/70 R17	150/60 R17	300	230	167.0	2.7	-	166	25.5	34.1	-	Y	Y	Y
Benelli TNT 300 M	291000	283000	300	38.3	26.5	6	16	110/70 - 17	150/60 - 17	260	240	146.0	-	-	196	23.96	33.37	-	N	Y	Y
Regal Raptor DD 350 E	296000	296000	320	23.0	22	5	14	90 / 90 x 18	130/ 90 x 15	300	240	130.0	3.5	-	180	-	-	-	N	N	N
Benelli TNT 300 P	300000	292000	300	38.3	26.5	6	16	120/70 - 17	160/60 - 17	260	240	146.0	-	-	196	23.96	33.37	-	N	Y	Y

₹3 Lakh to ₹10 Lakh

Hyosung Aquila 250	312000	284000	249	26.6	21.37	5	14	110/90 16	150/80 15	275	275	120.2	4.78	-	179	33.2	28.7	-	N	Y	N
Kawasaki Z250	319848	311128	249	32.0	21	6	17	110/70-17	140/70-17	290	220	146.0	-	-	168	31.48	39.49	-	N	Y	Y
Regal Raptor Daytona	322000	322000	320	23.1	22	5	15	90/90x21	160/80x16	300	240	130.0	3.5	-	180	-	-	-	N	N	N
Hyosung GT250R	323000	300000	249	29.2	22.7	6	17	110/70-17	150/60-17	300	230	146.3	4.1	-	188	28.8	34.5	33.15	N	Y	Y
Yamaha YZF-R3	325000	325000	321	42.0	29.6	6	14	110/70-17 M/C	140/70-17 M/C	298	220	185.0	2.59	-	169	21.4	29.7	-	N	Y	Y
Regal Raptor Bobber	333000	333000	320	23.1	22	5	14	90/90x17	130/90x17	300	240	130.0	3.5	-	165	-	-	-	N	N	N
Kawasaki Ninja 300	375222	364866	296	39.0	27	6	17	110/70-17	140/70-17	290	220	162.0	3.1	2	172	24	30.5	28.06	N	Y	Y
Hyosung GT650N	406500	387000	647	73.7	60.9	6	17	120/60 ZR17	160/60 ZR17	300	230	210.0	2.77	3	208	-	-	25	N	Y	Y
Harley-Davidson Street 750	474888	452000	750	NA	60	6	13.1	100/80 R17	150/70 R15	290	250	178.0	-	-	222	22.3	33.21	17.42	N	N	N
Kawasaki ER-6N	510444	496235	649	72.1	64	6	16	120/70 ZR17	160/60 ZR17	300	220	130.0	-	-	204	26.6	32.9	-	N	Y	Y
Hyosung GT650R	531000	479000	647	73.7	60.9	6	17	120/60-17	160/60-17	300	230	202.0	-	-	215	19.4	28	16.71	N	Y	Y
Kawasaki Ninja 650	552139	537243	649	72.0	66	6	15.5	120/70-17	160/60-17	300	220	-	2.43	-	204	15.96	30.52	21.26	N	Y	Y
Benelli TNT 600i	553000	524000	600	86.3	54.6	6	15	120/70-ZR17	180/55-ZR17	-	-	-	-	-	231	-	-	-	N	Y	Y
Hyosung Aquila Pro GV650	558000	526000	647	75.0	62.1	6	16	120/70 R17	180/55 R16	300	270	195.0	3.6	2.07	240	19.1	22.3	22	N	N	Y
Benelli TNT 600 GT	578000	562000	600	86.3	54.6	6	27	120/70 17 M/C 58W	180/55 17 M/C 73W	-	-	-	-	-	243	-	-	-	N	Y	Y
Hyosung ST7	634300	599000	678	62.5	57.3	5	17	120/80-16	170/80-15	300	270	170.0	3.26	-	244	17.4	26.3	18	N	N	N
Benelli TNT 600 GT S	644256	599000	600	86.3	54.6	6	27	120/70 17 M/C 58W	180/55 17 M/C 73W	-	-	-	-	-	243	-	-	-	N	Y	Y
Triumph Bonneville	649130	619000	865	60.7	61.1	5	16	110/70 R17	130/80 R17	310	255	160.0	2.91	-	225	21.6	28.9	-	N	N	N
Ducati Monster 795	655000	658000	803	87.0	78	6	15	120/60 ZR17	160/60 ZR17	320	245	210.0	2.3	-	188	-	-	20	Y	Y	Y
Harley-Davidson Superlow	662299	632000	883	50.7	69	5	17	120/70-ZR18	150/60-ZR17	292	260	145.0	3.4	-	255	-	-	19.12	Y	N	N
Ducati Scrambler Icon	690617	677626	803	74.8	68	6	13.5	110/80 ZR18	180/55 ZR17	330	245	-	-	-	170	-	-	-	Y	Y	Y
Triumph Bonneville T100	733115	697610	865	60.7	61.1	5	16	100/90-19	130/80 R17	310	255	160.0	-	-	230	21.6	28.9	-	N	Y	N
Kawasaki Z800	740000	750000	806	113.0	83	6	17	120/70 ZR17	180/55 ZR17	310	250	233.0	2.31	-	229	-	-	-	Y	Y	Y
Triumph Thruxton	754740	718290	865	60.7	61.1	5	16	100/90-18	130/80 R17	320	255	177.0	-	-	230	21.6	28.9	-	N	Y	N
Ducati Monster 796	757000	761000	803	86.2	78	6	15	120/70 ZR17	180/55 ZR17	320	245	200.0	-	-	188	-	-	-	Y	Y	Y
Honda CBR650F	760970	729999	649	87.0	63	6	17.3	120/70 - ZR17	180/55 - ZR17	320	240	232.0	-	-	215	22.39	27.61	25.21	Y	Y	Y
Harley-Davidson Iron 883	771879	722000	883	50.7	69	5	12.5	100/90 B19	150/80 B16	292	292	90.0	-	-	255	-	-	21.73	Y	N	N
Ducati Scrambler Classic	813750	754167	803	74.8	68	6	13.5	110/80 ZR18	180/55 ZR17	330	245	-	-	-	170	-	-	-	Y	Y	Y
Ducati Scrambler Full Throttle	813750	754167	803	74.8	68	6	13.5	110/80 ZR18	180/55 ZR17	330	245	-	-	-	170	-	-	-	Y	Y	Y
Ducati Monster 796 Corse stripe	822000	827000	803	86.2	78	6	15	120/70 ZR17	180/55 ZR17	320	245	-	-	-	188	-	-	-	N	Y	Y
Triumph Street Triple	831435	791080	675	79.3	57.3	6	17.4	120/70 ZR17	180/55 ZR17	310	220	-	-	-	188	-	-	-	Y	Y	Y
Ducati Monster 821 Dark	924000	929000	821	113.0	89.4	6	17.5	120/70 ZR 17	180/60 ZR17	320	245	-	-	-	205.5	-	-	-	Y	Y	Y
Harley-Davidson Forty Eight	954512	882000	1202	92.0	96	5	7.9	130/90-B16	150/80-B16	292	292	150.0	-	-	255	-	-	20.4	Y	N	N
Benelli TNT 899	975000	948000	898	120.0	85.6	6	16	120/70-ZR17	190/50-ZR17	320	240	-	-	-	205	-	-	-	N	Y	Y
Ducati Monster 821	975000	981000	821	113.0	89.4	6	17.5	120/70 ZR 17	180/60 ZR17	320	245	-	-	-	205.5	-	-	-	Y	Y	Y
Suzuki Bandit 1250S	992750	1025000	1255	99.0	108	6	19	120/70 ZR17	180/55 ZR17	310	240	204.0	-	3.63	254	11.1	16.1	16	Y	Y	Y

₹10 Lakh and above

Yamaha FZ1	1025910	1072045	998	150.0	106	6	18	120/70 ZR17	190/50 ZR17	320	245	-	-	-	214	-	-	-	N	Y	Y
Ducati Hypermotard 821	1026000	1032000	821	111.0	89	6	16	120/70 ZR17	180/55 ZR17	320	245	201.0	-	-	198	-	-	-	Y	Y	Y
Triumph Tiger 800 XR	1096220	1050000	800	95.0	79	6	19	100/90-19	150/70 R17	308	255	-	-	-	213	-	-	-	Y	Y	Y
Harley-Davidson Street Bob	1113143	1037000	1585	79.6	124	6	17.3	100/90 B19	160/70 B17	292	292	157.0	2.79	2	305	14.4	17.93	18.2	N	Y	N
Triumph Daytona 675	1121485	1069000	675	118.5	70.1	6	17.4	120/70 ZR17	180/55 ZR17	310	220	265.5	3.12	-	187	19.68	29.08	-	Y	Y	Y
Ducati Hypertrada	1128000	1135000	821	111.0	89	6	16	120/70 ZR17	180/55 ZR17	320	245	-	-	-	204	-	-	-	Y	Y	Y
Triumph Speed Triple	1199240	1148990	1050	127.0	105	6	17.5	120/70 ZR17	190/55 ZR17	320	255	230.0	-	-	214	17.4	25.5	-	Y	Y	Y
Indian Scout Thunder black	1199999	1206657	1133	100.0	97.7	6	12.4	130/90-16 72H	150/80-16 71H	298	298	193.0	-	-	253	17.2	21.1	-	Y	Y	N
Benelli TNT 1130 R	1214000	1181000	1131	137.0	114.2	6	16	120/70-ZR17	190/50-ZR17	-	-	-	-	-	231	-	-	-	N	Y	Y
Triumph Tiger 800 XRx	1215600	1160000	800	95.0	79	6	19	100/90-19	150/70 R17	308	255	-	-	-	216	-	-	-	Y	Y	Y
Suzuki GSX- S1000	1225000	1225000	999	144.0	105.6	6	17	120/70 ZR17	190/50 ZR17	310	220	235.0	-	-	209	13.13	17.49	-	Y	Y	Y

Bike Buyer's Guide

Make Model Variant	Ex-Mumbai (₹)	Ex-Delhi (₹)	Engine Displacement (cc)	Power (PS)	Torque (Nm)	Gears	Fuel Tank (l)	Tyres Front	Tyres Rear	Brakes Front (mm)	Brakes Rear (mm)	Top Speed (kmph)	0-60kmph (s)	60-0kmph (s)	Kerb Weight (kg)	City (kmpl)	Highway (kmpl)	Claimed Economy (kmpl)	ABS	Tachometer	Digital Speedo
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₹10 lakh and above contd...

Triumph 800 XC	1257725	1200000	799	95.0	79	6	19	90/90-21	150/70 R17	308	255	209.2	-	-	215	-	-	-	Y	Y	Y
Indian Scout Indian red	1259999	1259999	1133	100.0	97.7	6	12.4	130/90-16 72H	150/80-16 71H	298	298	193.0	-	-	253	17.2	21.1	-	Y	Y	N
Triumph Daytona 675R	1273700	1214550	675	118.5	70.1	6	17.4	120/70 ZR17	180/55 ZR17	310	220	265.5	3.12	-	189	19.68	29.08	-	Y	Y	Y
Suzuki GSX- S1000 F ABS	1275000	1270000	999	148.0	108.4	6	17	120/70-ZR17	190/50-ZR17	310	220	-	-	-	214	-	-	-	Y	Y	Y
Kawasaki Z1000	1287000	1245000	1043	142.0	111	6	17	120/70 ZR17	190/50 ZR17	310	250	221.0	1.97	-	221	-	-	20.4	Y	Y	Y
Kawasaki Ninja 1000	1287000	1245000	1043	142.0	111	6	19	120/70 ZR17	190/50 ZR17	300	250	-	-	-	231	-	-	19.55	Y	Y	Y
Indian Scout Black smoke	1289999	1289999	1133	100.0	97.7	6	12.4	130/90-16 72H	150/80-16 71H	298	298	193.0	-	-	253	17.2	21.1	-	Y	Y	N
Indian Scout Silver smoke	1289999	1289999	1133	100.0	97.7	6	12.4	130/90-16 72H	150/80-16 71H	298	298	193.0	-	-	253	17.2	21.1	-	Y	Y	N
Aprilia Mana 850 GT ABS	1305000	1282000	839	76.1	73	7	16	120/70 ZR 17	180/55ZR 17	320	260	-	-	-	-	-	-	-	Y	Y	N
Kawasaki Versys 1000 LT	1328000	1285000	1043	120.0	102	6	21	120/70 R17	180/55 R17	310	250	-	-	-	250	-	-	-	Y	Y	Y
Triumph Tiger 800 XCx	1330600	1270000	800	95.0	79	6	19	90/90-21	150/70 R17	308	255	-	-	-	221	-	-	-	Y	Y	Y
Aprilia SRV 850 ABS ATC	1362000	1337000	839	77.0	76.4	A	18.5	120/70-R16	160/60-R15	300	280	-	-	-	-	-	-	-	Y	Y	Y
Ducati Panigale 899	1363000	1370000	899	150.0	99	6	17	120/70 ZR17	180/60 ZR17	320	245	-	-	-	193	-	-	-	Y	Y	Y
Harley-Davidson Fat Bob	1364654	1303500	1584	66.0	135	6	18.9	130/90 B16	180/70 B16	300	292	170.0	-	-	320	-	-	17.85	Y	N	N
Ducati Diavel	1414000	1422000	1198	161.0	130.5	6	17	120/70 ZR 17	240/45 ZR17	320	265	250.0	-	-	239	-	-	10	Y	Y	Y
Honda CB 1000R ABS	1430360	1326604	998	125.0	99	6	17	120/70 ZR17	180/55 ZR17	310	256	-	-	-	222	-	-	-	Y	Y	Y
Triumph Tiger 800 XCA	1434420	1430880	800	95.0	79	6	19	90/90-21	150/70 R17	308	255	-	-	-	-	-	-	-	Y	Y	Y
Suzuki GSX-R1000	1436875	1595000	999	191.0	118	6	17.5	120/70 ZR17	190/50 ZR17	310	220	262.0	2.33	-	203	-	-	16.15	Y	Y	Y
Honda CB 1000R ABS Pearl Siena Red	1442425	1338093	998	125.0	99	6	17	120/70 ZR17	180/55 ZR17	310	256	-	-	-	222	-	-	-	Y	Y	Y
Triumph Thunderbird Storm	1461503	1395000	1699	98.0	156	6	22	120/70 R19	200/50 R17	310	310	-	-	-	339	19.1	28.4	21.4	Y	Y	N
Aprilia Dorsoduro 1200 ABS	1490000	1462000	1197	130.0	115	6	15	120/70 ZR17	180/55 ZR17	320	240	-	-	-	-	-	-	16.1	Y	Y	Y
Suzuki V-Strom 1000	1495000	1495000	1037	101.0	103	6	20	110/80 R19	150/70 R17	310	220	-	-	-	228	-	-	-	Y	Y	Y
Honda VT 1300 CX	1506976	1399644	1312	57.8	107	5	12.8	90/90 R21	200/50 R18	336	296	-	-	-	303	10	15	-	Y	N	Y
Harley-Davidson Fat Boy	1582220	1508500	1690	104.5	133	6	18.9	140/75 R17	200/55 R17	292	292	175.0	3.36	2.07	331	10.4	17.5	17.85	N	N	N
Suzuki GSX-R1300 Hayabusa	1595000	1595000	1340	197.0	154	6	21	120/70 ZR17	190/50 ZR17	300	220	299.0	-	-	266	-	-	25.64	Y	Y	Y
Suzuki Intruder M1800	1595000	1595000	1783	125.0	160	5	19.5	130/70 R18	240/40 R18	300	270	168.2	-	-	347	-	-	14	N	Y	Y
Suzuki Intruder M1800 RZ	1595000	1645000	1783	125.0	160	5	19.5	130/70 R18	240/40 R18	300	270	168.2	-	-	347	-	-	14	N	Y	Y
Aprilia Caponord 1200 ABS	1611000	1579000	1197	125.0	114.8	6	24	120/70-R17	180/55 R17	320	240	-	-	-	214	-	-	-	Y	Y	Y
Motoguzzi Griso	1612000	1580000	1151	111.5	108	6	16.7	120/70 ZR17	180/55 ZR17	320	282	-	-	-	222	-	-	-	N	Y	Y
Kawasaki Ninja ZX-10R	1640400	1560000	998	200.1	112	6	17	120/70 ZR17	190/55 ZR17	310	220	300.0	3.07	-	201	-	-	17	Y	Y	Y
BMW R 1200 R	1652437	1652437	1170	110.0	119	6	18	120/70 ZR17	180/55 ZR17	320	265	200.0	-	-	227	20	25	18.18	Y	Y	Y
Triumph Thunderbird LT	1696330	1619670	1699	94.0	151	6	22	150/80 VR16	180/70 VR16	310	310	-	-	-	380	-	-	-	Y	N	N
Honda CBR 1000RR	1713678	1596480	999	178.0	112	6	17.7	120/70 ZR17	190/50 ZR17	320	220	262.3	3.12	-	211	-	-	-	Y	Y	Y
Harley-Davidson Breakout	1714653	1630500	1690	NA	130	6	18.9	130/60 B21	240/40 R18	320	300	-	-	-	322	-	-	13.86	Y	N	N
Harley-Davidson Heritage Softail Classic	1735507	1645500	1690	92.3	130	6	18.9	-	150/80 B16	292	292	138.0	3.42	-	339	13.8	23.5	14	Y	N	N
Motoguzzi Stelvio NTX	1760000	1738000	1151	104.0	113	6	32	110/80 R19	150/70 R17	320	282	-	-	-	272	-	-	-	Y	Y	Y
Kawasaki Ninja ZX-14R	1766000	1680000	1441	200.0	162.5	6	22	120/70 ZR17	190/50 ZR17	310	250	-	-	-	265	-	-	15.3	Y	Y	Y
Aprilia Caponord 1200 Travel pack ABS	1778000	1742000	1197	125.0	114.8	6	24	120/70 R17	180/55 R17	320	240	-	-	-	-	-	-	-	Y	Y	Y
Ducati Diavel Carbon	1781000	1791000	1198	161.0	130.5	6	17	120/70 ZR 17	240/45 ZR17	320	265	250.0	-	-	234	-	-	10	Y	Y	Y
Aprilia Tuono V4R	1792000	1756000	1000	167.3	111.5	6	18.5	120/70 ZR 17	190/55 ZR 17	320	220	-	-	-	186	-	-	-	Y	Y	Y
MV Agusta Brutale 1090	1799000	-	1078	144.0	112	6	23	120/70 - ZR 17	190/55 - ZR 17	310	210	265.0	-	-	183	-	-	-	Y	Y	Y
BMW R 1200 GS	1843481	1800000	1170	125.1	125	6	20	120/70 R19	170/60 R17	305	276	200.0	-	-	238	20	25	18.18	Y	Y	Y
Aprilia Caponord 1200 Rally	1877000	1838000	1197	125.0	114	6	24	120/70-R19	170/60-R17	320	240	-	-	-	-	-	-	25	Y	Y	Y
Honda VFR1200F	1885725	1762938	1237	172.0	129	6	19	120/70 ZR17	190/55 ZR17	320	276	243.0	-	2.42	267	11.1	17.1	-	Y	Y	Y
Aprilia Tuono V4 Factory	1894000	1854000	1000	167.3	111.5	6	18.5	120/70 ZR 17	200/55 ZR 17	320	220	-	-	-	179	-	-	-	Y	Y	Y
BMW K 1300 R	1903812	2100000	1293	173.0	140	6	19	120/70-17	180/55-17	320	265	200.0	-	-	243	-	-	17.24	Y	Y	Y
Honda CBR 1000RR SP Edition	1927825	1800405	999	178.0	112	6	17.7	120/70 ZR17	190/50 ZR17	320	220	-	-	-	210	-	-	-	Y	Y	Y
Ducati Hypermotard 821 SP	1949000	1960000	821	111.0	89	6	16	120/70 ZR17	180/55 ZR17	320	245	201.0	-	-	194	-	-	-	Y	Y	Y
Triumph Tiger Explorer	1963152	1875000	1215	137.0	121	6	20	110/80 R19	150/70 R17	305	282	209.2	-	-	267	-	-	-	N	Y	Y
Motoguzzi Audace 1400	1973000	1931000	1380	94.0	121	6	20.5	100/90- 18 56H TL	130/80 -17 65H TL	320	282	-	-	-	289	-	-	-	Y	Y	Y
Motoguzzi California 1400 Custom ABS	1981000	1939000	1380	96.0	120	6	20.5	130/70 R 18	200/60 R 16	320	282	-	-	-	318	-	-	-	Y	Y	Y
Motoguzzi El dorado 1400	2001000	1959000	1380	94.0	120	6	20.5	100/90- 18 56H TL	130/80 -17 65H TL	320	282	-	-	-	314	-	-	-	Y	Y	Y
Aprilia RSV4 Evo	2004000	1962000	1000	184.0	117	6	18.5	120/70 ZR17	190/55 ZR 17	320	220	-	3.13s	-	179	-	-	25	Y	Y	Y
Ducati Monster 1200	2026000	2037000	1198	136.0	118	6	17.5	120/70 ZR 17	190/55 ZR17	320	245	-	-	-	209	-	-	-	Y	Y	Y
BMW R 1200 GS Adventure	2054637																				

Make Model Variant	Ex-Mumbai (₹)	Ex-Delhi (₹)	Engine Displacement (cc)	Power (PS)	Torque (Nm)	Gears	Fuel Tank (l)	Tyres Front	Tyres Rear	Brakes Front (mm)	Brakes Rear (mm)	Top Speed (kmph)	0-60kmph (s)	60-0kmph (s)	Kerb Weight (kg)	City (kmpl)	Highway (kmpl)	Claimed Economy (kmpl)	ABS	Tachometer	Digital Speedo
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Ducati Monster 1200 S	2480000	2494000	1198	147.0	124.5	6	17.5	120/70 ZR 17	190/55 ZR17	330	245	-	-	-	209	-	-	-	Y	Y	Y
Indian Chief Classic	2550000	2550000	1811	NA	138.9	6	20.8	130/90B16 67H	180/65B16 81H	300	300	-	-	-	354	18.79	22.8	-	Y	Y	Y
Yamaha VMAX	2565423	2565424	1679	200.1	166.8	5	15	120/70 R18	200/50 R18	320	298	-	-	-	310	-	-	-	Y	Y	Y
Harley-Davidson Road King	2565992	2040000	1690	68.0	135	6	22.7	130/80 B17 65	180/65B16 81H	292	292	170.0	-	-	368	-	-	17.8	Y	Y	Y
MV Agusta F4	2599000	-	998	195.0	110.8	6	17	120/70 - ZR 17	200/55 - ZR 17	320	210	291.2	-	-	191	-	-	-	Y	Y	Y
Ducati Monster 1200 S stripe	2623000	2637000	1198	147.0	124.5	6	17.5	120/70 ZR 17	190/55 ZR17	330	245	-	-	-	209	-	-	-	Y	Y	Y
Indian Chief Vintage	2850000	2850000	1811	NA	138.9	6	20.8	130/90B16 67H	180/65B16 81H	300	300	210.0	-	-	379	18.8	23.3	-	Y	Y	Y
Honda Goldwing Audio Comfort	2850000	2850000	1832	118.0	167	5	25	130/70 R18	180/60 R16	296	316	-	-	-	413	-	-	15.24	Y	Y	N
Kawasaki Ninja H2	2910000	2900000	998	210.0	133.5	6	17.03	120/70 ZR17	200/55 ZR17	330	250	-	-	-	238	-	-	-	Y	Y	Y
BMW K 1600 GTL	2939476	2552000	1649	160.4	175	6	26.5	120/70 ZR17	190/55 ZR17	320	320	200.0	-	-	348	-	-	16.94	Y	Y	Y
Yamaha YZF-R1 M	2943100	3200000	998	200.0	112.4	6	17	120/70 ZR17	200/55 ZR17	320	220	-	-	-	200	-	-	-	Y	Y	Y
Harley-Davidson Street Glide Special	3054527	2991000	1690	NA	138	6	22.7	130/60 B19	180/65 B16	320	300	-	-	-	372	-	-	15.6	Y	Y	N
Honda Goldwing Airbag	3150000	3150000	1832	118.0	167	5	25	130/70 R18	180/60 R16	296	316	-	-	-	421	-	-	15.24	Y	Y	N
Indian Chieftain	3200000	3200000	1811	NA	138.9	6	20.8	130/90B16 67H	180/65B16 81H	300	300	-	-	-	385	18.79	22.8	-	Y	Y	Y
Ducati Panigale 1299	3306000	3324000	1285	207.0	144.6	6	17	120/70 ZR17	200/55 ZR17	330	245	-	-	-	190.5	-	-	-	Y	Y	Y
BMW K 1600 GT	3342000	2746000	1649	160.4	175	6	24	120/70 ZR17	190/55 ZR17	320	320	200.0	-	-	332	13	18	17.54	Y	Y	Y
Indian Roadmaster Thunder black	3495000	3670278	1811	NA	138.9	6	20.8	130/90B16 73H	180/60R16 80H	300	300	-	-	-	418	-	-	-	Y	Y	N
Ducati Diavel Titanium	3785000	3806000	1198	161.0	130.5	6	17	120/70 ZR 17	240/45 ZR17	320	265	250.0	-	-	234	-	-	10	Y	Y	Y
Ducati Panigale 1299 S	4076000	4099000	1285	207.1	144.6	6	17	120/70 ZR17	200/55 ZR17	330	245	-	-	-	190.5	-	-	-	Y	Y	Y
Ducati Panigale R	4703000	4729000	1198	207.0	136.2	6	17	120/70 ZR17	200/55 ZR17	330	245	-	-	-	184	-	-	-	Y	Y	Y
Harley-Davidson CVO Limited	5062044	4957000	1801	NA	156	6	22.7	130/80 B17	180/65 B16	320	300	-	-	-	433	-	-	33.4	Y	Y	N

Scooters

TVS XL HD	29173	28800	70	3.5	5	A	4	2.5x16	2.5x16	80	110	-	-	-	75	-	-	-	N	N	N
TVS Scooty Pep Plus	44650	41550	88	5.1	5.8	A	5	3.00x10	3.00x10	110	110	70	6.4	-	95	59.6	77	65.6	N	N	N
TVS Streak	46726	38350	88	5.0	5.8	A	4.7	90/90-10	90/90-10	110	110	80	-	-	96	55	75	69	N	N	N
Yamaha Ray	48160	47606	113	7.1	8.1	A	5	90/100-10	90/100-10	130	130	-	-	-	104	-	-	66	N	N	N
Honda Activa i	49357	46213	109	8.0	8.7	A	5.3	90/100-10	90/100-10	130	130	75	10.1	2.3	103	56	63.3	60	N	N	N
Mahindra Duro DZ	49802	45980	125	8.0	9.0	A	6.5	3.50x10	3.50x10	130	130	83	9.3	-	114	46.1	52.3	56.25	N	N	N
Mahindra Gusto DX	49824	44800	110	8.2	9.0	A	6	90/90-12	90/90-12	130	130	85.3	12	2.5	120	58.2	62.5	63.5	N	N	N
TVS Scooty Zest 110	49987	44990	110	8.2	8.7	A	5	90/100-10	90/90-10	110	130	82.51	9.65	2.8	98.5	53.1	57.6	62	N	N	N
Yamaha Ray Z	50038	48936	113	7.1	8.1	A	5	90/100-10	90/100-10	130	130	-	-	-	104	-	-	66	N	N	N
Honda Activa i DLX	50360	46703	109	8.0	8.7	A	5.3	90/100-10	90/100-10	130	130	75	10.1	2.3	103	56	63.3	60	N	N	N
Yamaha Alpha	50489	48936	113	7.1	8.1	A	5.2	90/100 10	90/100-10	130	110	86.3	10.5	3.2	104	47	59.2	66	N	N	N
Honda Dio DLX	51601	47887	109	8.0	8.8	A	5.3	90/100-10	90/100-10	130	130	82.5	12.2	3.2	105	51.3	56.4	60	N	N	N
Hero Pleasure Steel Wheel	51664	44650	102	7	8.1	A	5	90/100x10	90/100x10	130	130	82.1	12.2	-	101	56	70	77	N	N	N
Mahindra Gusto HX	51925	46800	110	8.2	9.0	A	6	90/90-12	90/90-12	130	130	85.3	12	3	120	58.2	62.5	63.5	N	N	N
Mahindra Rodeo UZO 125	52391	49700	125	8.0	9.0	A	4.5	3.50x10	3.50x10	130	130	85	9.7	-	111	45	56.2	59	N	Y	Y
Hero Maestro Deluxe	52542	48350	109	8.2	9.1	A	5.3	90/100x10	90/100x10	130	130	76.16	14.98	2.91	110	51.5	55.8	60	N	N	N
Honda Activa 3G	53186	49517	109	8.0	8.8	A	5.3	90/100-10	90/100-10	130	130	-	-	-	108	-	-	60	N	N	N
TVS Jupiter	53266	47989	110	8.0	8.0	A	5	90/90-12	90/90-12	130	130	85.2	10.5	2.5	108	51.2	62.3	62	N	N	N
TVS Wego Drum	53414	49055	110	8.0	8.0	A	5	90/90-12	90/90-12	130	130	77	8	-	105	49.51	57.79	62	N	N	Y
Hero Pleasure Cast Wheel	53503	46650	102	5.0	7.9	A	5	90/100x10	90/100x10	130	130	82.1	12.2	-	101	56	70	77	N	N	N
Suzuki Lets	53657	46997	113	8.8	9.0	A	5.2	90/100-10	90/100-10	120	120	90	10.2	-	98	52.2	65.3	63	N	N	N
Yamaha Fascino	53989	52500	113	7.1	8.1	A	5.2	90/100 10	90/100 10	130	110	-	-	-	103	-	-	66	N	N	N
Mahindra Gusto VX	54026	48800	110	8.2	9.0	A	6	90/90-12	90/90-12	130	130	85.3	12	2.5	120	58.2	62.5	63.5	N	N	N
Honda Aviator	54719	50863	109	8.0	8.8	A	6	90/90-12	90/100-10	130	130	83	10.5	-	109	50.56	59.5	60	N	N	N
Hero Maestro Edge LX	55005	49500	111	8.4	8.3	A	5.3	90/90-12-54J	90/100-10-53J	130	130	-	-	-	110	-	-	65.8	N	N	N
Hero Maestro Edge VX	55295	50700	111	8.4	8.3	A	5.3	90/90-12-54J	90/100-10-53J	130	130	-	-	-	110	-	-	65.8	N	N	N
TVS Jupiter ZX	55385	50012	110	8.0	8.0	A	5	90/90-12	90/90-12	130	130	85.2	10.5	2.5	108	51.2	62.3	62	N	N	N
TVS Wego Disc	56203	51770	110	8.0	8.0	A	5	90/90-12	90/90-12	220	130	77	8	-	105	49.51	57.79	62	N	N	Y
Suzuki Access	59657	50525	124	8.7	9.8	A	6	90/100-10	90/100-10	120	120	-	-	-	112	-	-	-	N	N	N
Honda Activa 125	59776	55689	125	8.6	10.1	A	5.3	90/100-12	90/100-10	130	130	89	9.8	-	110	53.3	65.9	59	N	N	N
Honda Aviator DLX	60320	56209	109	8.0	8.8	A	6	90/90-12	90/100-10	190	130	83	10.5	-	109	50.56	59.5	60	N	N	N
Suzuki Swish 125	60456	50000	124	8.7	9.8	A	6	90/100-10	90/100-10	120	120	84.83	10.6	4.24	110	56.3	58.8	-	N	N	N
Suzuki Access Special edition	61512	52555	124	8.7	9.8	A	6	90/100-10	90/100-10	120	120	-	-	-	112	-	-	-	N	N	N
Honda Activa DLX	61575	61857	109	8.0	8.8	A	5.3	90/100-10	90/100-10	130	130	86.2	10.1	3	108	55.5	67.4	60	N	N	N
Honda Activa 125 DLX	66239	61857	125	8.6	10.1	A	5.3	90/100-12	90/100-10	190	130	89	9.8	-	110	53.3	65.9	59	N	N	N
Vespa LX 125	67000	70148	125	10.1	10.6	A	8	90/100-17	90/100-17	150	140	84.6	11.73	-	114	54.08	57.2	60	N	N	N
Vespa VX 125	70000	74209	125	10.1	10.6	A	8	90/100-10	90/100-10	200	140	84.6	11.7	2	114	54.01	57.2	60	N	N	N
Vespa S	74000	78428	125	10.1	10.6	A	8	90/100-10	90/100-10	200	140	84.6	11.7	2	114	54.1	57.2	60	N	N	N
Vespa VXL 125	79484	78309	125	10.1	10.6	A	-	110-70/11	120-70/10	200	140	-	-	-	-	-	-	-	N	N	N
Vespa Elegante	83000	82137	125	10.06	10.6	A	8	90/100-10	90/100-10	200	140	84.6	11.73	-	114	54.08	57.2	60	N	N	N
Vespa SXL 125	84255	82958	125	10.1	10.6	A	-	110-70/11	120-70/10	200	140	-	-	-	-	-	-	-	N	N	N
Vespa VXL 150	87582	85625	150	11.6	11.5	A	-	110-70/11	120-70/10	200	140	-	-	-	-	-	-	-	N	N	N
Vespa SXL 150	91170	89671	150	11.6	11.5	A	-	110-70/11	120-70/10	200	140	-	-	-	-	-	-	-	N	N	N

ShakennStirred

BARGAIN BLASÉMENT



I'm going to turn these speakers into an aquarium..."



...and then Shumi passed out



Team OVERDRIVE walked into a bar. And no one except Shumi said anything



Ashok, is the glass half full or half empty?



Shooting with Mody is no mean feat



The Mojo blew Ishaan's socks off... Sounds so much better in Hindi



When the bosses are away, the boys will stop mid-shoot to eat kulfi



Vaishali's heart looks ready to race, eh?



The reaction to the plan, "Suresh, I'll bungee jump and do a PTC on the way down!"



Pasta may not be rocket science but Rishabh can make it look like major surgery



Halley's a double agent - a Marquez fan who's infiltrated the Rossi camp



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